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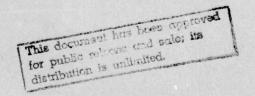


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D210-11168-3-	Volume 2 of 13
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FLAP LOADS Volume]	T.
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FORM 46280 (5/73)

LIMITATIONS



This document is controlled by ______STRESS UNIT - 7483

All revisions to this document shall be approved by the above noted organization prior to release.

FORM 46281 (3/67)

REVISIONS							
LTR	DESCRIPTION	DATE	APPROVAL				

	ACTIVE SHEET RECORD										
		ADD	ED	SHEETS				ADDED SHEETS			
SHEET	REV LTR	SHEET	REV LTR	SHEET	REV LTR	SHEET	REV LTR	SHEET	REV LTR	SHEET NUMBER	REV LTR
1				31				61			
2				32				62			
3				33				63			
4				34				64			
5				35				65			
6				36				66			
7				37				67			
8				38				68			
9				39				69			
10				40				70			
11				41				71			
12				42				72			
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14				44				74			
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18				48				78			
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20				50				80			
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22				52				82			
23				53				83			
24				54				84			
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26				56				86			
27				57				87			
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FORM 46283 (7/67)

	ACTIVE SHEET RECORD										
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92				122				152			
93				123				153			
94				124				154			
95				125				155			
96				126				156			
97				127				157			
98				128				158			
99				129				159			
100				130				160			
101				131				161			
102				132				162			
103				133				163			
104				134				164			
105				135				165			
106				136				166			
107				137				167			
108				138				168			
109				139				169			
110				140				170			
111				141				171			
112				142				172			
113				143				173			
114				144				174			
115				145				175			
116				146				176			
117				147				177			
118				148				178			
119				149				179			
120				150				180			

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181				211				241			
182				212				242			
183				213				243			
184				214				244			
185				215				245			
186				216				246			
187				217				247			
188				218				248			
189				219				249			
190				220				250			
191				221				251			
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193				223				253			
194				224				254			
195				225				255			
196				226				256			
197				227				257			
198				228				258			
199				229				259			
200				230				260			
201				231				261			
202				232				262			
203				233				263			
204				234				264			
205				235				265			
206				236				266			
207				237				267			
208				238	1			268			
209				239				269			
210				240				270			

FORM 46265 (7/67)

	ACTIVE SHEET RECORD										
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271				301							
272				302							
273				303							
274				304							
275				305							
276				306							
277				307							
278				308							
279				309							
280				310							
281				311							
282				312							
283				313							
284				314		-					
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FORM 46283 (7/67)

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PREPARED BY: CHECKED BY: J. Bendo

D210-11168-3 NUMBER Vol. 2 REV LTR MODEL NO.

THE BOEING COMPANY

DATE:

8/28/78

ABSTRACT

This report volume presents plotted forward rotor blade angles and flap loads measured during the CH-46 Composite Rotor Blade Flight Stress Survey.

KEYWORDS

CH-46E
Composite
Rotor Blade
Flight Stress Survey
Alternating and Steady Loads

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	4.2 Forward Blade Lead Lag Angle GW = 20800 lbs., C.G. = 22.4" Fwd	55					
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	4.4 Forward Blade Extension Link Flap Bending GW = 20800 lbs., C.G. = 22.4" Fwd GW = 20800 lbs., C.G. = 9.7" Aft GW = 24300 lbs., C.G. = 13.2" Fwd GW = 24300 lbs., C.G. = Aft (4.4" Fwd) GW = 24300 lbs., C.G. = 1.5" Aft (Ext. Cargo	110 . 111 121 134 141 148					

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	GW = 20800 lbs., C.G. = 22.4 rwd GW = 20800 lbs., C.G. = 9.7" Aft	227
	GW = 24300 lbs., C.G. = 13.2" Fwd	236
	GW = 24300 lbs., C.G. = Aft (4.4" Fwd)	243
	GW = 24300 lbs., C.G. = 1.5" Aft (Ext. Cargo)	250
1 0	Forward Blade Flap Bending Station 240.	251
4.0		*
	GW = 20800 lbs., C.G. = 22.4" Fwd	252
	GW = 20800 lbs., C.G. = 9.7" Aft GW = 24300 lbs., C.G. = 13.2" Fwd	261 270
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	GW = 20800 lbs., C.G. = 9.7" Aft	295
	GW = 24300 lbs., C.G. = 13.2" Fwd	305
	GW = 24300 lbs., C.G. = Aft (4.4" Fwd)	312
	GW = 24300 lbs., C.G. = 1.5" Aft (Ext. Cargo)	319

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D210-11168-3 NUMBER Vol. 2 J. Bendo

REV LTR MODEL NO.

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REFERENCES

- 1. Vertol Report D210-11168-1 "CH-46 Composite Rotor Blade Flight Test Qualification Test Plan" March 30, 1977
- Vertol Report D210-11168-2 "CH-46 Composite Rotor Blade Flight Test Report" May 15, 1978
- 3. Boeing Vertol Report D210-11168-3 Vol. 1 of 13, CH-46 Composite Rotor Blade Flight Stress Survey Data
- Boeing Vertol Report D210-11168-3 Vol. 9 of 13, CH-46 Composite Rotor Blade Flight Stress Survey Data, Tabulated Forward Blade Angles and Loads

D210-11168-3

PREPARED BY: J. Bendo

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REV LTR MODEL NO.

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1. INTRODUCTION

A flight stress survey was conducted on a CH-46 helicopter with A02R1702 composite rotor blades. The test was conducted in accordance with Paragraphs 4.3.2 and 4.7 of Reference 1. General test description and pilot comments are included in Reference 2.

The tests were conducted at the Boeing Vertol Flight Test Facility at Ridley Township, Pennsylvania, during the period of June 1977 through November 1977.

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NUMBER Vol. 2 **REV LTR**

THE BOEING COMPANY

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MODEL NO.

SUMMARY

A flight stress survey and structural demonstration was conducted on the #1 CH-46E Helicopter, BuNo. 153372 (S/N 2268).

The components under test were the A02R1702 composite rotor blades and the A02R1710 blade socket.

This volume contains measured steady and alternating forward rotor blade angles and flap loads plotted versus true airspeed. The same data is tabulated in Volume 9.

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D210-11168-3 NUMBER VO1. 2 REV LTR MODEL NO.

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3. DATA PRESENTATION

This report contains measured steady and alternating forward blade angles and flap loads. The data is presented as plots versus true airspeed. The steady and alternating values are plotted separately and appear together as two plots per page for various level flight and maneuver conditions. The angles and load levels shown represent the maximum alternating angle or load cycle occurring during the particular flight condition. This same data is tabulated in Volume 9.

Detailed flight condition parameters and a complete tabulated summary of maneuvers for each flight can be found in Volume 1 of this report.

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3.1 Gage Identification and Index

Data plot indexing, strain gage identification and instrumentation code information for data presented in this volume are as follows:

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DATE:

DATA CODE	MEASUREMENT		
ACTIVE SPARE	NAME	UNITS	DATA PLOT PAGE #
31010 -	Fwd Blade Flap Angle	(Deg.)	21
31020 -	Fwd Blade Lead Lag Angle	(Deg.)	55
31030 -	Fwd Blade Pitch Angle	(Deg.)	89
41150 61150	Fwd Blade Extension Link Flap Bending	(IN-LB)	110
41710 61710	Fwd Blade Flap Bending Sta. 50.	(IN-LB)	149
41720 61720	Fwd Blade Flap Bending Sta. 88.	(IN-LB)	183
41730 61730	Fwd Blade Flap Bending Sta. 136.	(IN-LB)	217
41740 61740	Fwd Blade Flap Bending Sta. 240.	(IN-ĻB)	251
41750 61750	Fwd Blade Flap Bending Sta. 275.	(IN-LB)	285

NOTES:

- A complete description of the instrumentation 1. for this stress survey can be found in Volume 1.
- A flight by flight summary of operative gages can be found in Reference 2.
- Spare gages were utilized when the active gages proved inoperable.

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NUMBER D210-11168-3 REV LTR

MODEL NO.

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3.2 Sign Convention

The following table summarizes the sign convention adhered to for the gages presented in this volume.

	GAGE MEASUREMENT NAME						(+) POLARITY CONDITION				
Fwd	Blade	Flap	Angle				Blade				
Fwd	Blade	Lead	Lag Angl		Blade Lagging						
Fwd	Fwd Blade Pitch Angle						L.E. Up				
			sion Lin	k			Blade	U p			
	Flap F	Sendir	ng								
Fwd			Bending :	Sta.	50.		Blade	Up			
			Bending				Blade	Up			
			Bending				Blade	Up			
			Bending				Blade	Up			
			Bending				Blade	Up			

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J. Bendo CHECKED BY:

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REV LTR MODEL NO.

THE BOEING COMPANY DATE:

9/5/78

3.3 Plot Format

The data plots have been grouped by common flight conditions and maneuvers and are presented in the order outlined by the data plot format table included on the next page.

For identification of data plots the plot code number in the right hand column of the table is printed on each corresponding plot chart.

Please note that many symbols are used more than once.

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REV LTR MODEL NO.

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PLOT FORMAT

GROSS WEIGHT LBS.	C.G. IN.			PLOT CODE NO.	
20800	22.4"Fwd	2000	264	Level Flt.	- 1
		14000		Level Flt.	- 2
		A11		Pullups(PWR ON&OFF), P.P.D. Rec.	-11
				Turns (PWR ON&OFF)	-15
				Control Rev.'s (PWR ON)	-19
				Control Rev.'s (PWR OFF), Flares	-23
	Ý	*		P.P.D.'s, Autorotation	-27
	9.7"Aft	2000		Level Flt.	- 3
		6000		Level Flt.	- 4
		14000	7	Level Flt.	- 5
		6000	248	Level Flt.	-10
		All	264	Pullups(PWR ON&OFF),P.P.D. Rec.	-12
				Turns (PWR ON&OFF)	-16
				Control Rev.'s (PWR ON)	-20
				Control Rev.'s(PWR OFF), Spiral Desc., Flares	-24
<u> </u>	4	4		P.P.D.'s Autorotation	-28
24300	13.2"Fwd	2000		Level Flt.	- 6
		8000		Level Flt.	- 7
		A11		Pullups (PWR ON&OFF)	-13
				Turns (PWR ON&OFF)	-17
				Control Rev.'s (PWR CN)	-21
				Spiral Descent, Flares	-25
+			-	P.P.D.'s, P.P.D. Rec., Autorotation	-29

CONTINUED ON NEXT PAGE

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Plot	Format	(Continued)

GROSS WEIGHT LBS.	C.G.	HD FT.	RPM	CONDITION	PLOT CODE NO.
24300	4.4"Fwd	2000	264	Level Flt.	- 8
		8000		Level Flt.	- 9
		All		Pullups (PWR ON&OFF)	-14
				Turns (PWR ON&OFF)	-18
				Control Rev.'s (PWR ON)	-22
				Spiral Descent, Flares	-26
	1	4		P.P.D.'s, Autorotation	-30
	1.5"Aft	2000	4	Level Flight (External Cargo)	-35

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PLOTTED DATA

PREPARED BY: J. Bendo

NUMBER D210-11168-3 REVLTR Volume 2 MODEL NO.

THE BOEING COMPANY DATE:

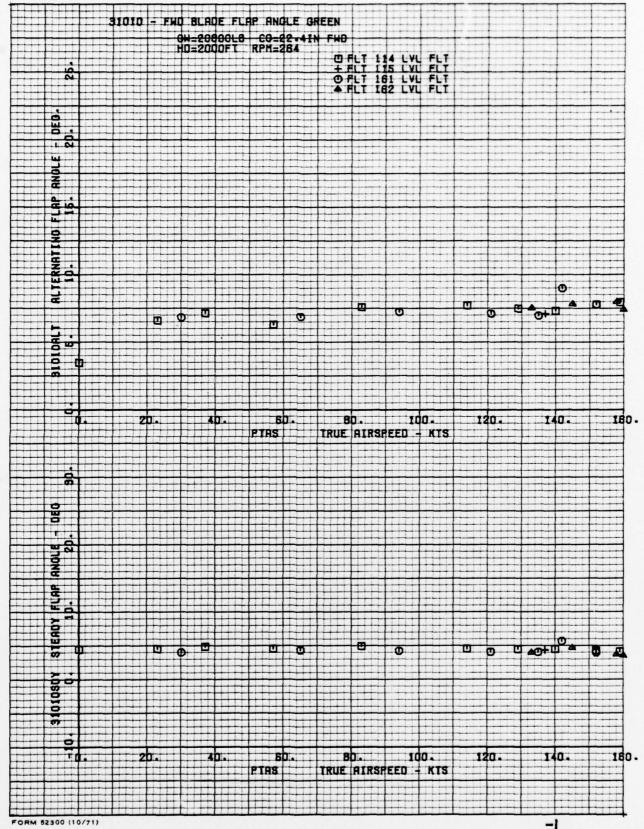
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4.1 Forward Blade Flap Angle

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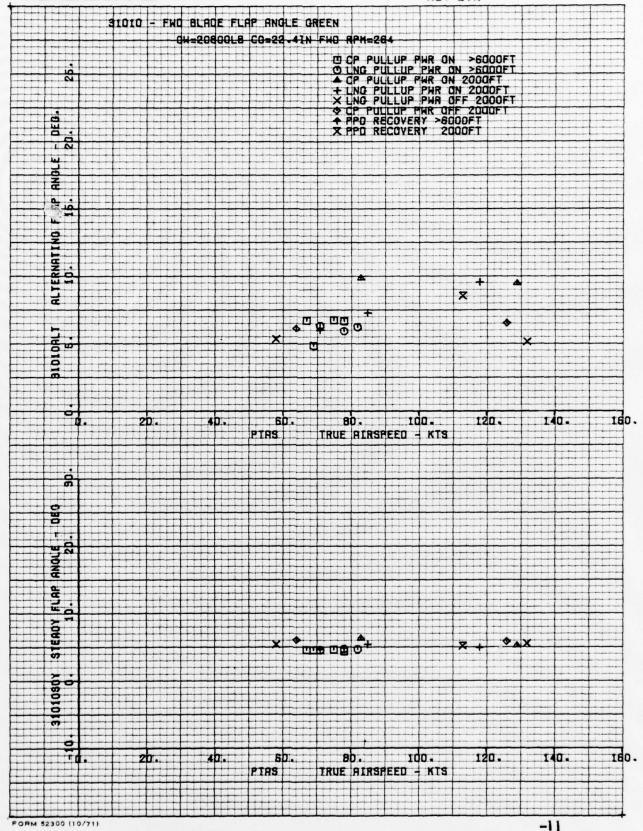
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SHEET 22

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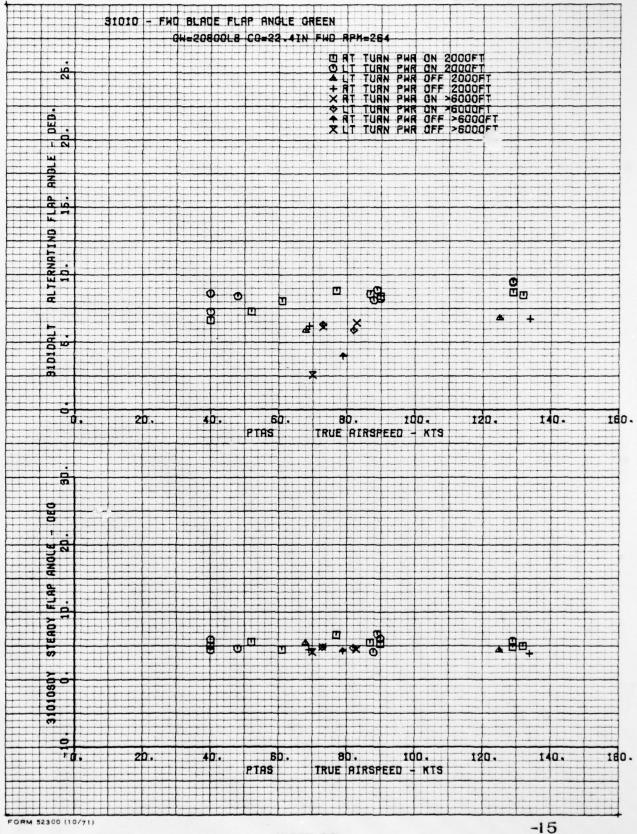
31010 - FWO BLADE FLAP ANGLE GREEN 0H=20800LB C0=22.4IN FHD HD=ABOVE 6000FT RPH=284 + FLT 115 LEVEL FLT DED. 1 2 14 孟 ALTERNATING 1 1018 60. 80. 100. 120. 140. 160. PTRS TRUE RIRSPEED - KTS 8 080 010501 120. 180 . 100. ____8b.____ TRUE AIRSPEED + KTS PTAS FORM 52300 (10/71) -2



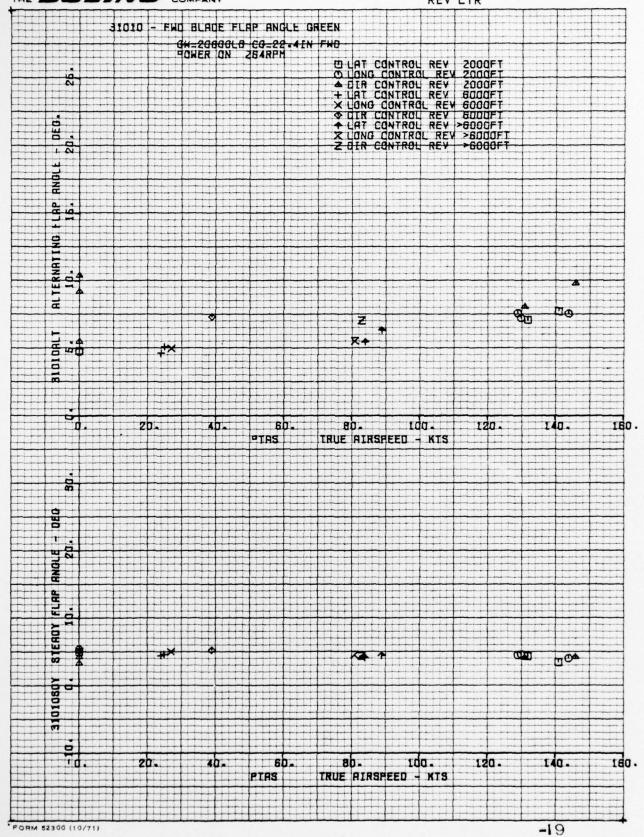
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SHEET 25



SHEET 26

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NUMBER

REV LTR FUD BLADE FLAP ANGLE GREEN CH=20800LB CC=22.41N FWD © LAT CONTROL REV 2000FT

© LONG CONTROL REV 2000FT

→ DIR CONTROL REV 2000FT

→ LAT CONTROL REV >6000FT

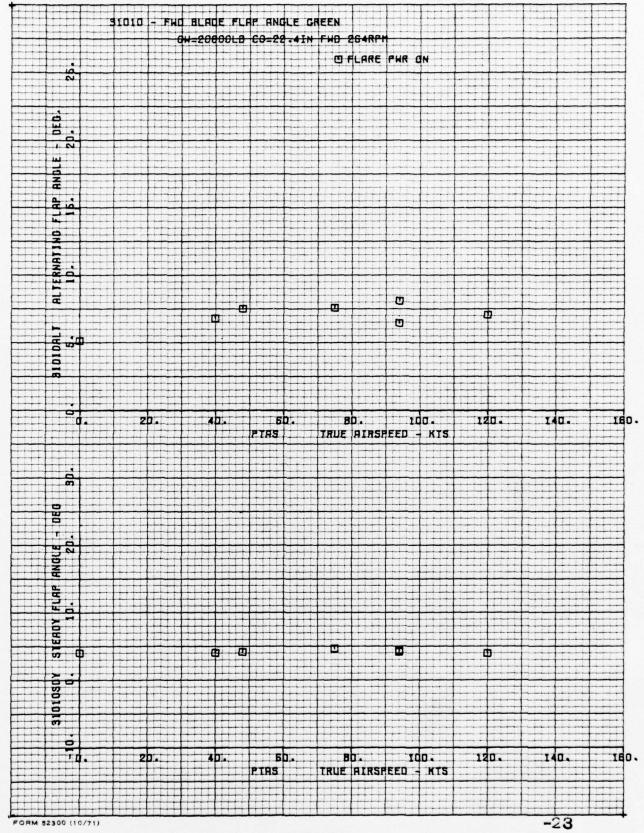
X LONG CONTROL REV >6000FT

Z DIR CONTROL REV >6000FT DED. 1 8 H ALTERNATING 10-Z 0 BIDIDALT 6. 0 X 180. 80. 100. 120. 140. 60. PTAS TRUE AIRSPEED -KTS 8 080 Ž EADY 40 57 1010807 60. 80. 160 -TRUE AIRSPEED + KTS PTAS FORM 52300 (10/71) -23

SHEET 27

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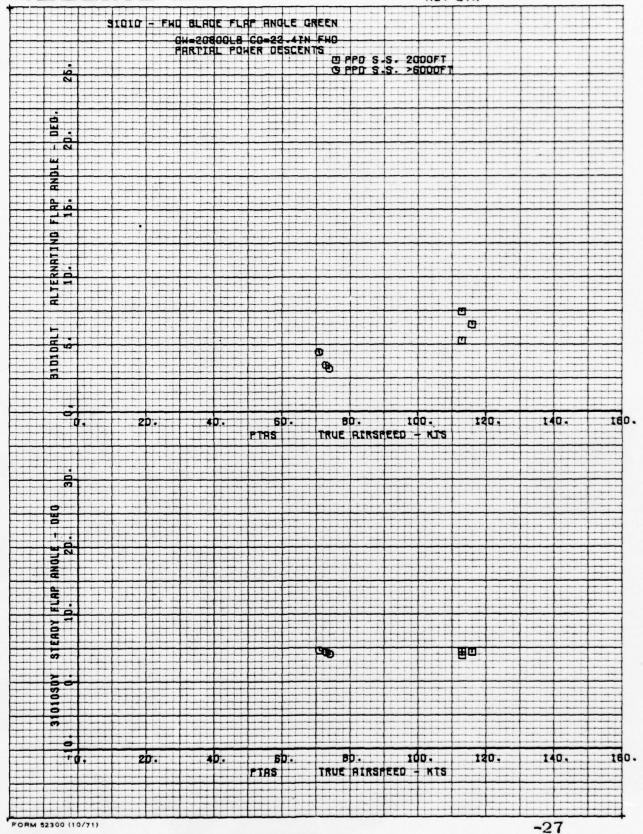
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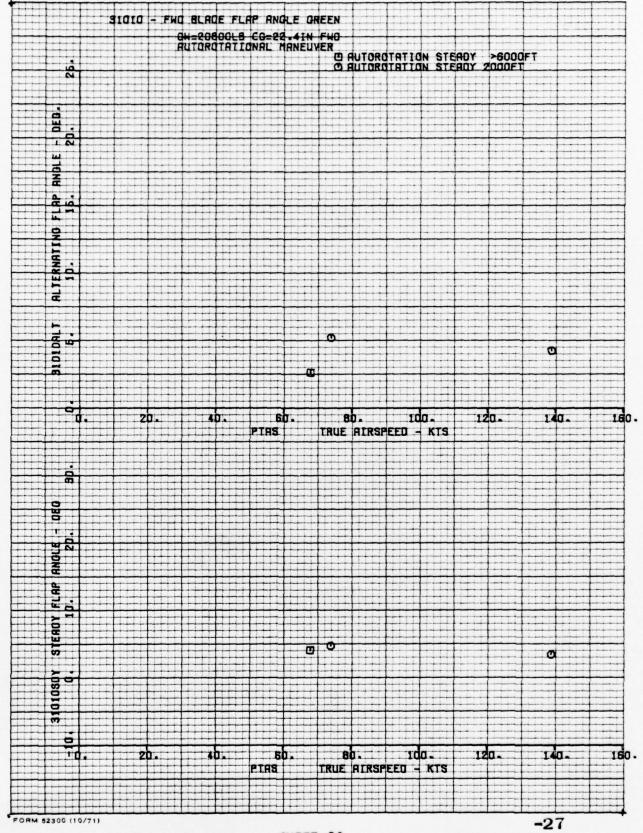
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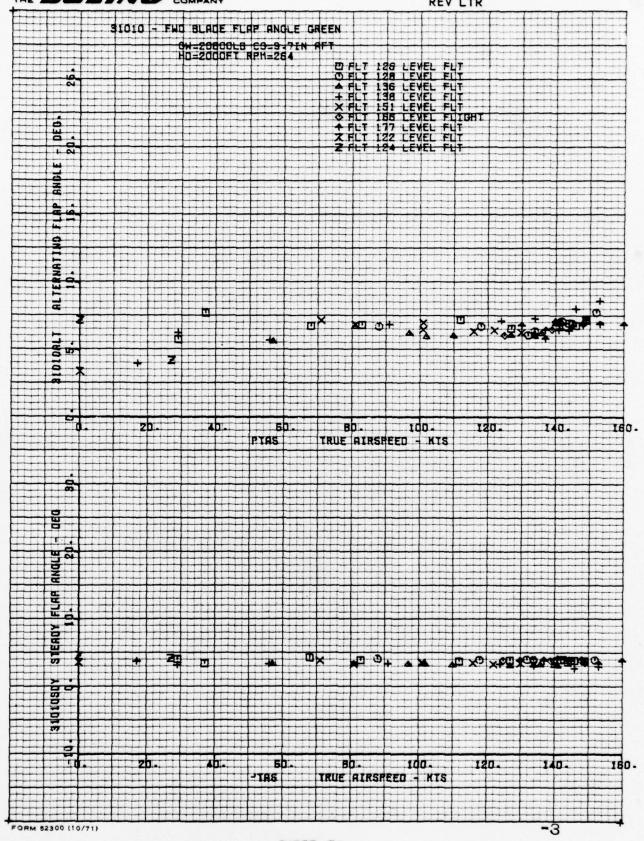


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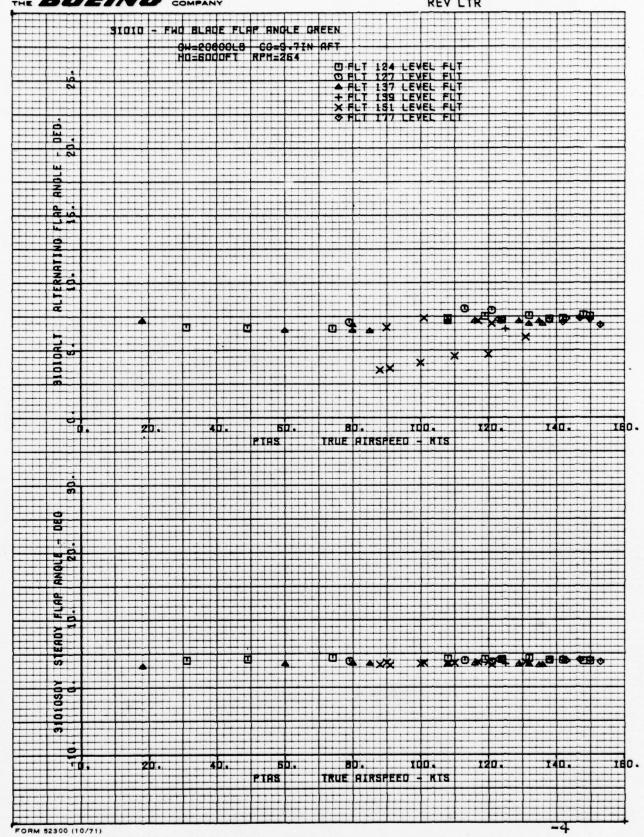


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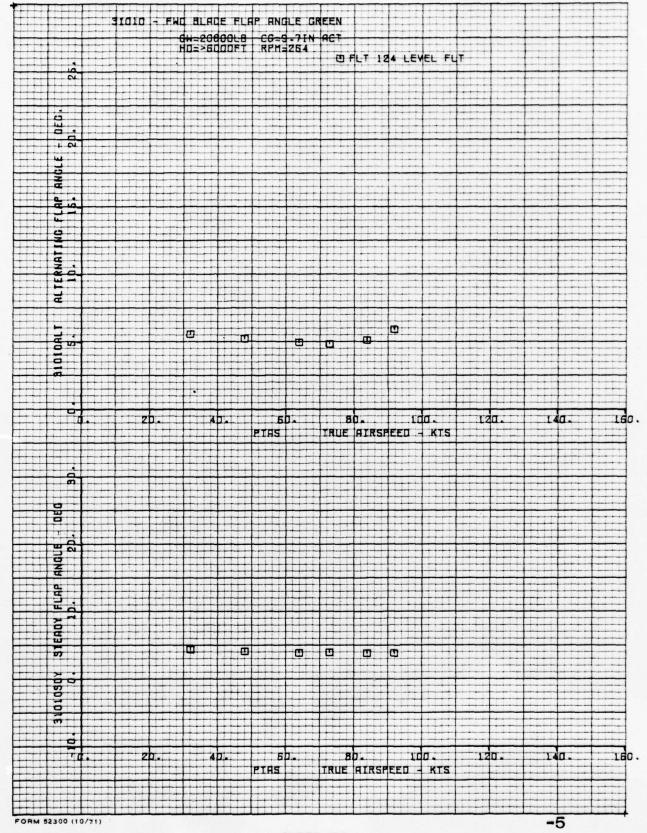


SHEET 32

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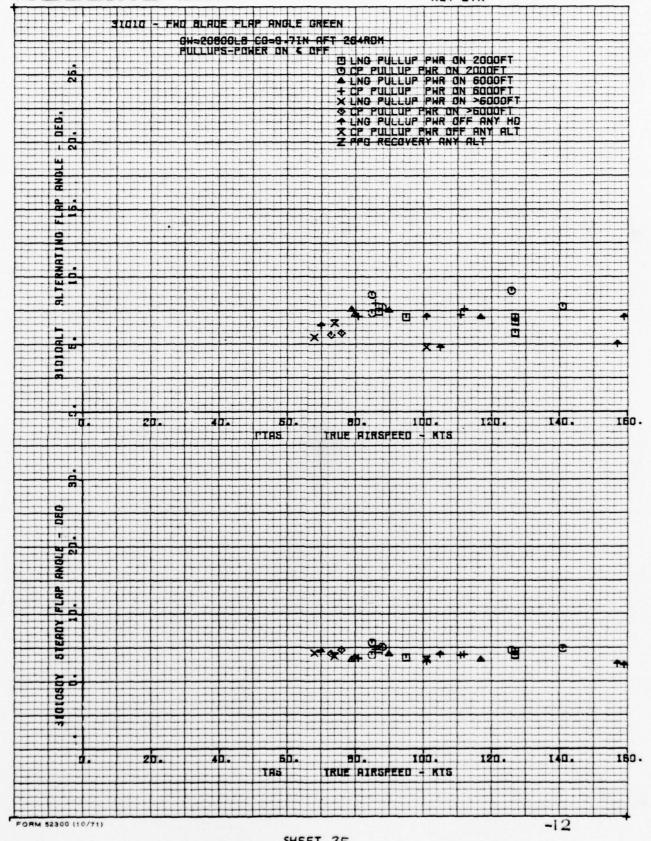
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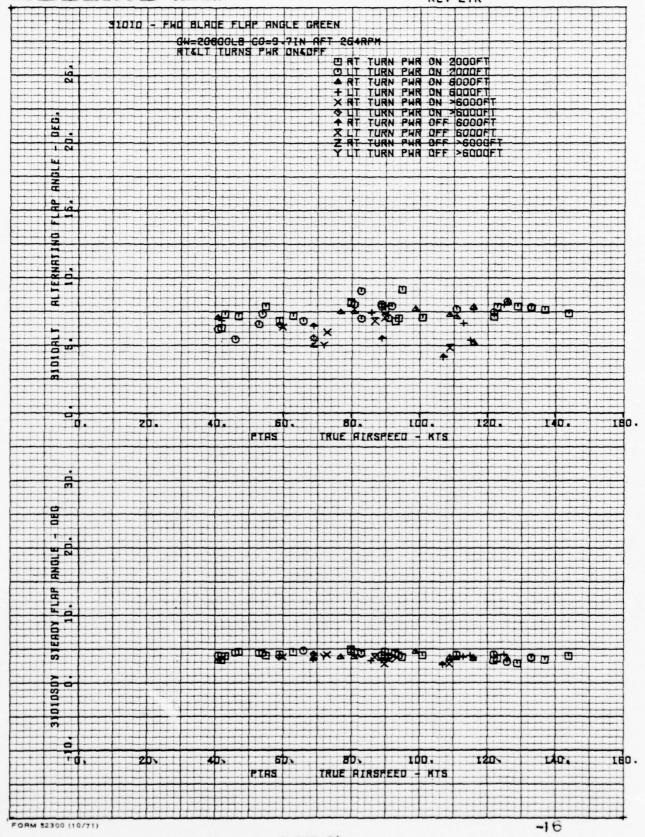


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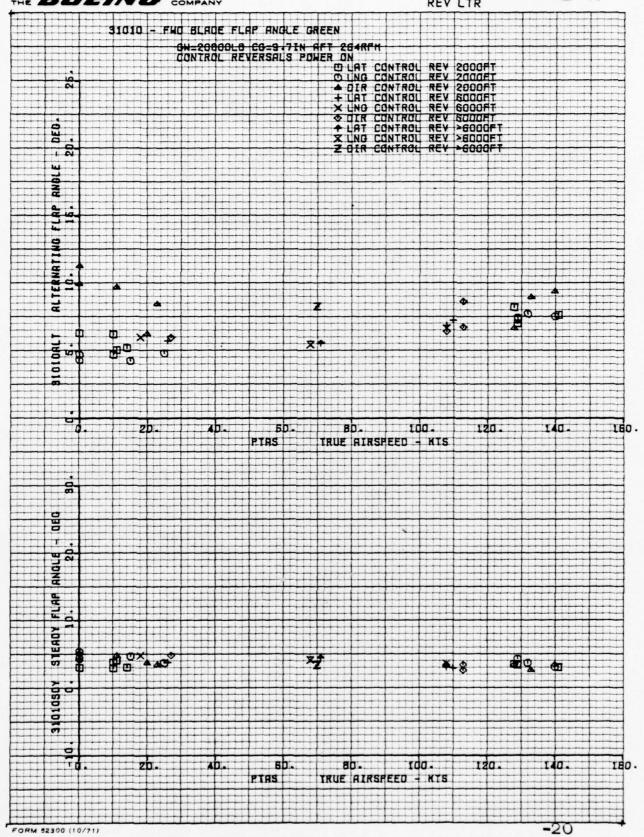
THE BOEING COMPANY SIGIO - FHO BLADE FLAP ANGLE GREEN 20800LB 9.7IN AFT 240 RPM D LEVEL FLIGHT 6000 FT - 0£6. 20. FLAP ANGLE D. 0 STOTORLT S. 0 140. 80. 1da. 160 -TRUE AIRSPEED - KTS PTAS 080 An O (01080Y rda. 120. 140. 160. TRUE AIRSPEED - KTS PTAS FORM 52300 (10/71) -10

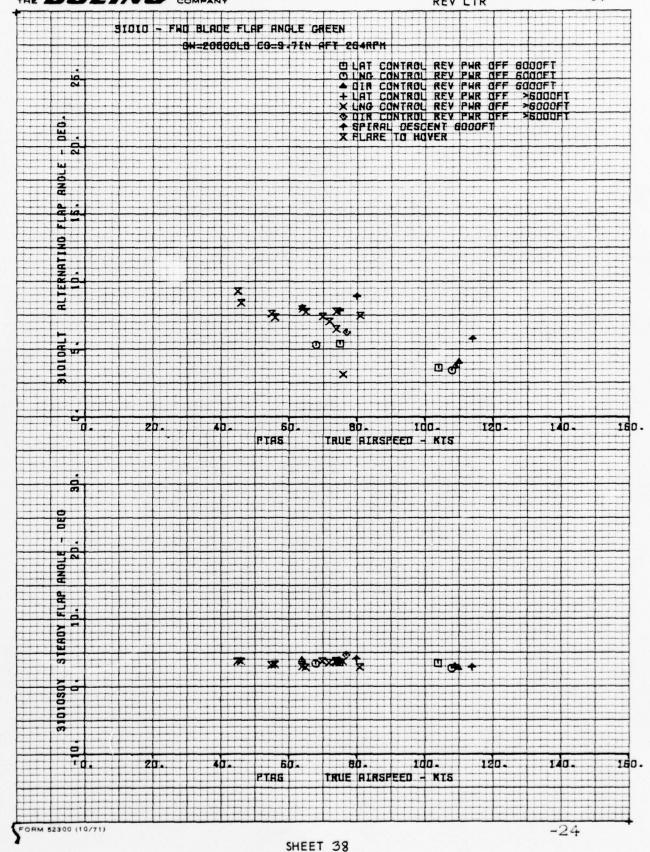
SHEET 34

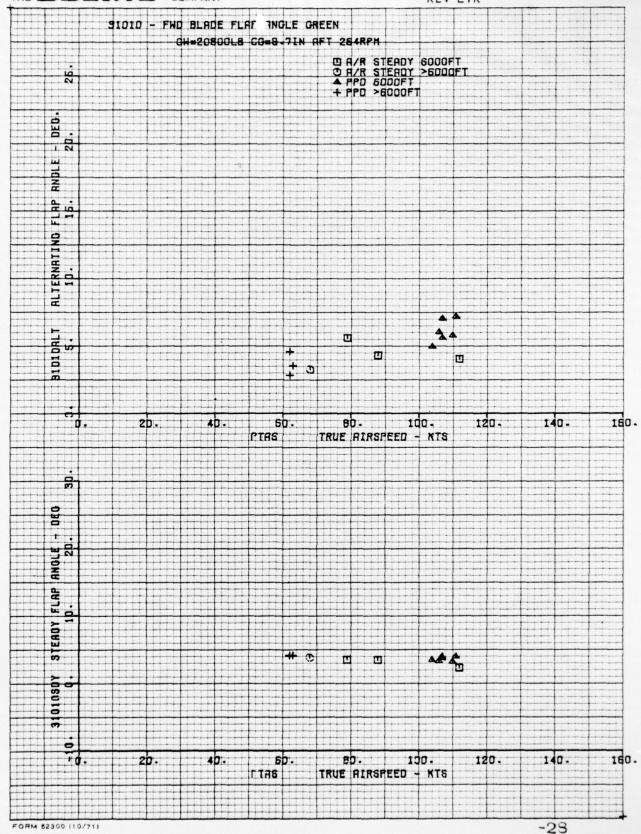


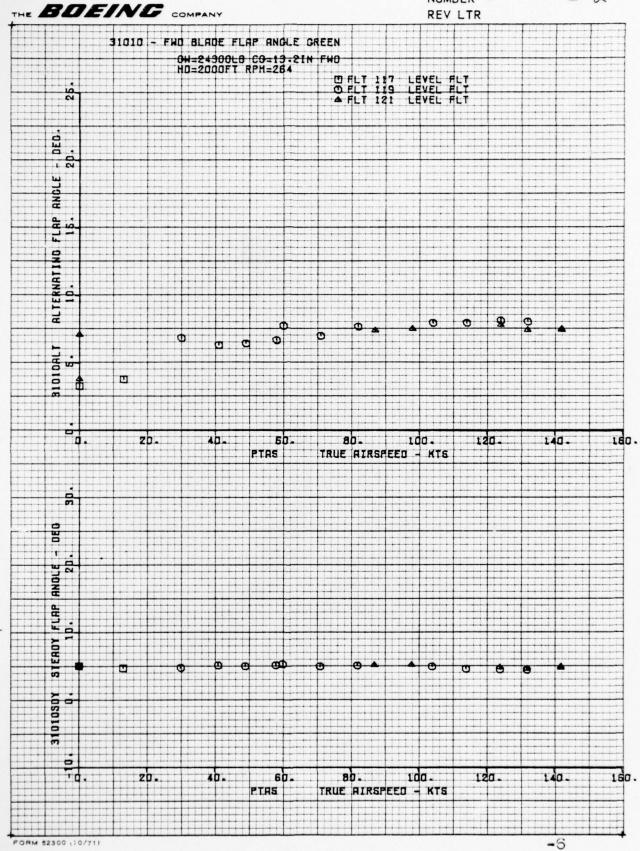










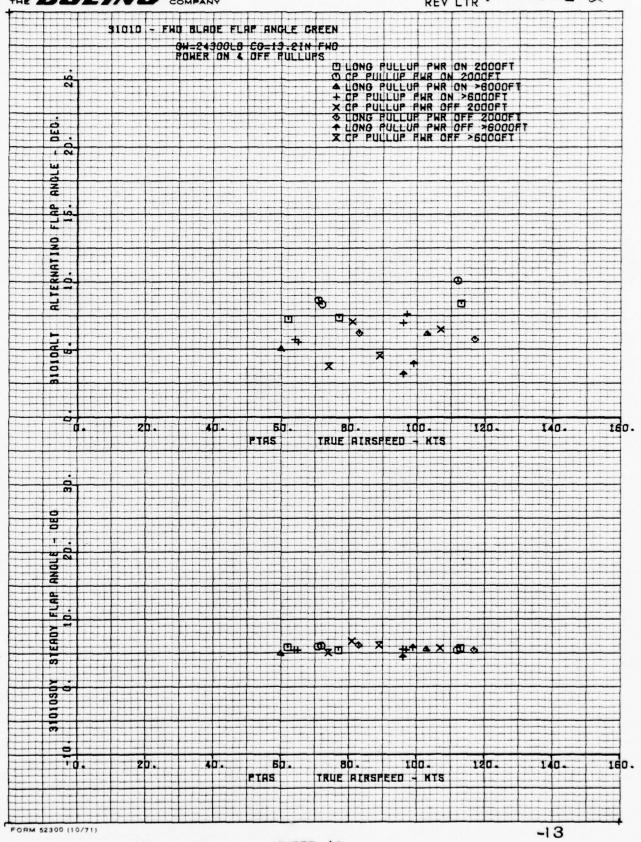


SHEET 40

THE BOEING COMPANY 31010 - FHO BLACE FLAP ANGLE GREEN GH=24300L8 CG=13.2IN FHD HD=>6000FT RPM=264 D FLT 121 LEVEL FLT 25 202 ANDLE 9 ALTERNATIN 1D. m m - 13 0 0 3101 160. TRUE AIRSPEED 30 0 6 0 ANGLE 20 101050Y 8p. 100 . 120. 140. 180 -PTAS TRUE AIRSPEED - KTS FORM 52300 (10/71)

SHEET 41

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THE BOEING COMPANY

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REV LTR 31010 - FWO BLADE FLAP ANGLE GREEN CH-24300LB CO-13.2IN FHD TURNS POHER ON 40FF 264RPH O IT TURN PHR ON 2000FT
O RT TURN PHR ON 2000FT
A RT TURN PHR ON >6000FT
H UI TURN PHR ON >6000FT
X UT TURN PHR OFF 2000FT TO AT TURN PHR OFF 2000FT

THE TURN PHR OFF >6000FT

THE TURN PHR OFF >6000FT - DEG. ANDLE RNATINO E DO AL 0 DALT 31016 100-180. 60. 80. TRUE AIRSPEED - KTS 080 OO OSOY 8 120. 140-IGO. 100-TRUE RIRSPEED - KTS FTAS FORM 52300 (10/71)

SHEET 43

the second of th

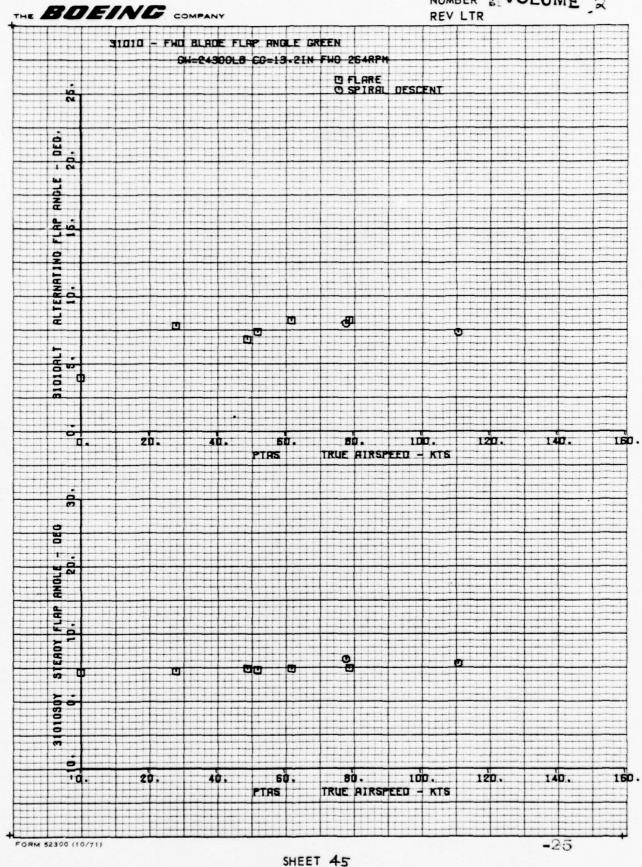
NUMBER VOLUME 2

THE BOEING COMPANY **REV LTR** 31010 - FWO BLADE FLAP ANGLE GREEN CH-24900LB CO-13.2IN FNO CONTROL REV. POWER ON 264RPM 264RPM
OUAT CONTROL REV 2000FT
OLONG CONTROL REV 2000FT
A DIR CONTROL REV 2000FT
LAT CONTROL REV >6000FT
X LONG CONTROL REV >6000FT
OIR CONTROL REV >6000FT DEG. ANGLE 1 +0 31010A 0 160 . PTAS TRUE AIRSPEED - KTS OEG T 101090 140. 80. 120. 160. TRUE AIRSPEED - KTS -21 FORM 52300 (10/71)

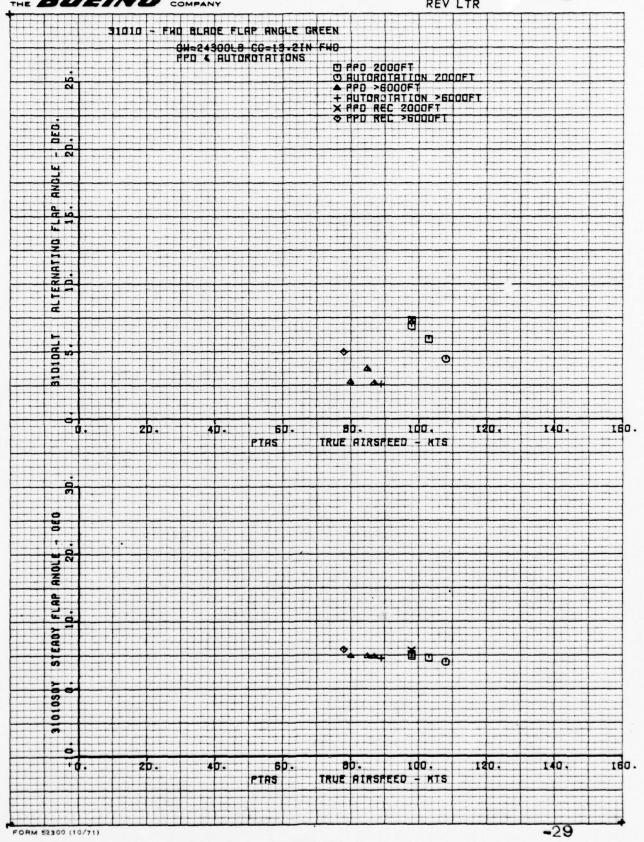
SHEET 44

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D210-11168-3



THE BOEING COMPANY



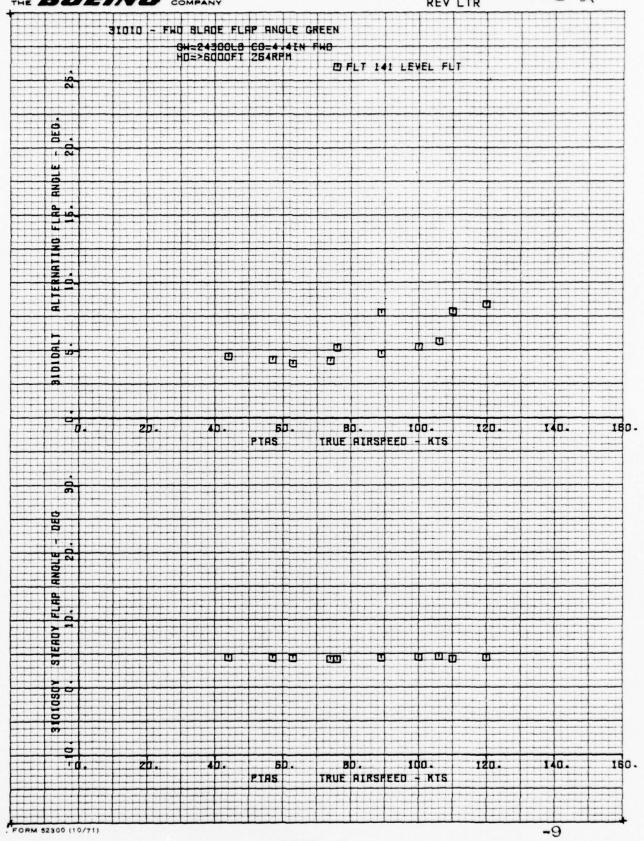
D210-11168-3 NUMBER VOLUME 2

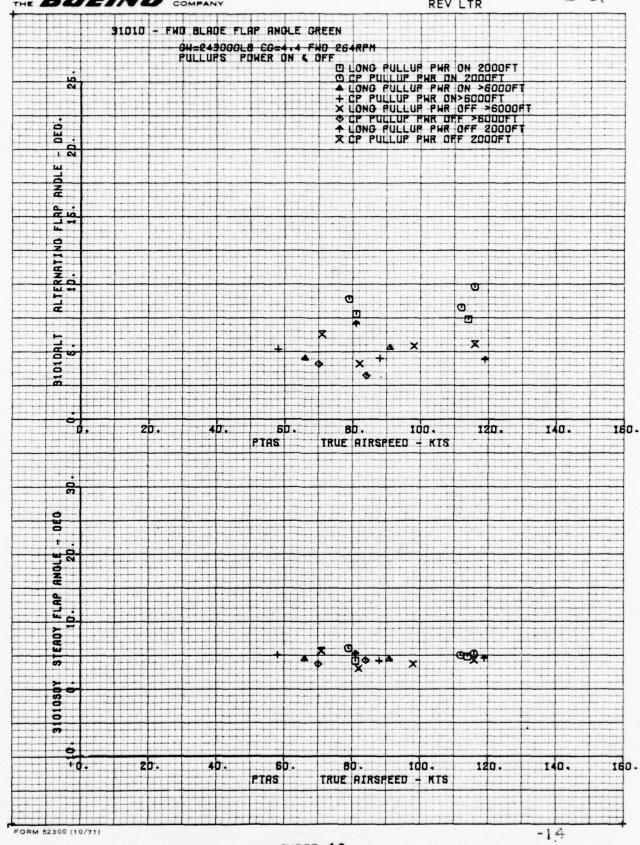
THE BOEING COMPANY REV LTR 1010 FWO BLADE FLAP ANGLE GREEN GW 24300L8 GG=4.4IN FWB HD=2000FT RPH=264 OFLT 140 LEVEL FLT OFLT 141 LEVEL FLT A FLT 142 LEVEL FLT A. DIORLT S. 160. TRUE AIRSPEED - KTS 060 1010SDY 160. FORM 52300 (10/71)

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THE BOEING COMPANY

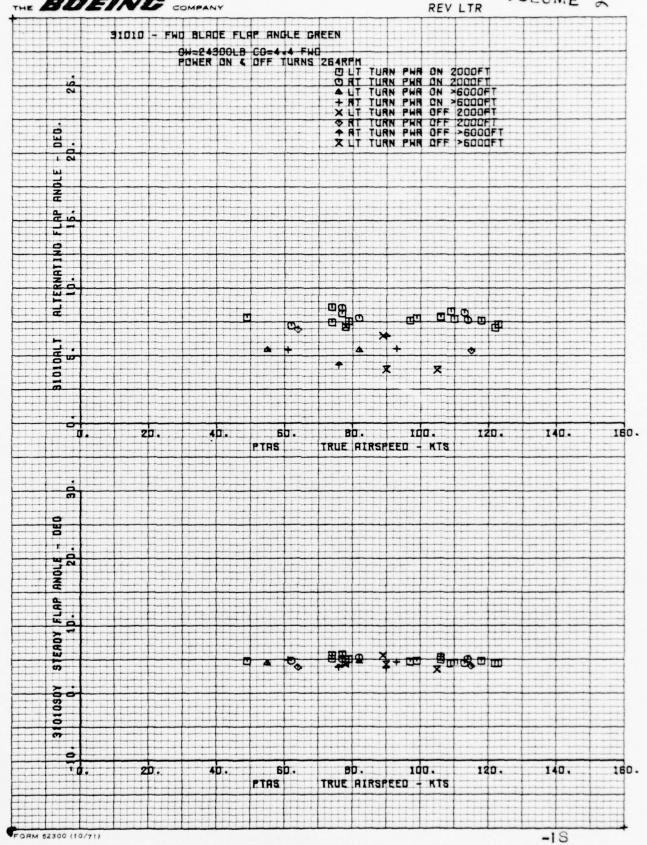




SHEET 49

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150



NUMBER REV LTR

THE BOEING COMPANY 31010 - FWO BLADE FLAP ANGLE GREEN CH-24500LB CO-4-4IN FHD POWER ON CONTROL REVERSALS SALS

DILAT CONTREV 2000FT

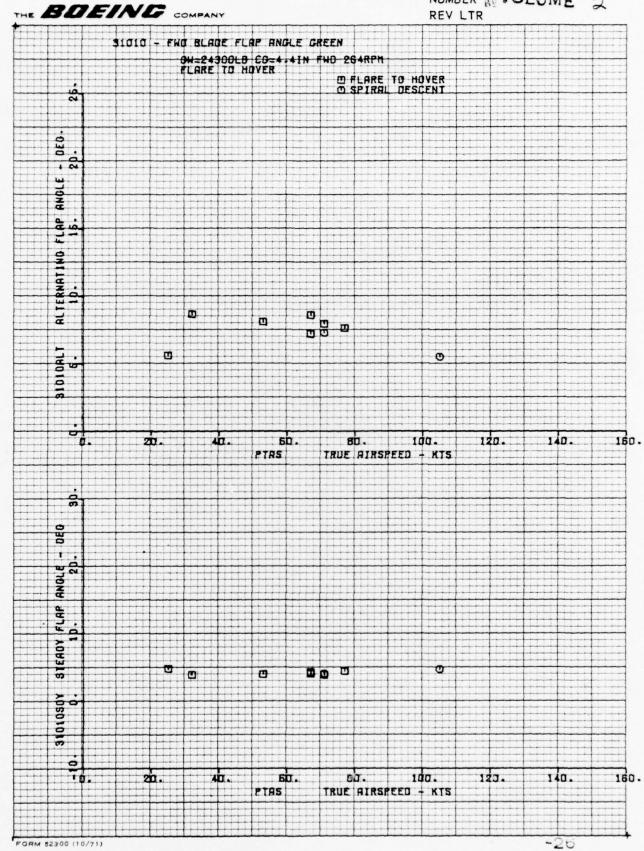
OILONG CONTREV 2000FT

A DIR CONTREV 2000FT

+ LAT CONTREV >5000FT

X LONG CONTREV >6000FT

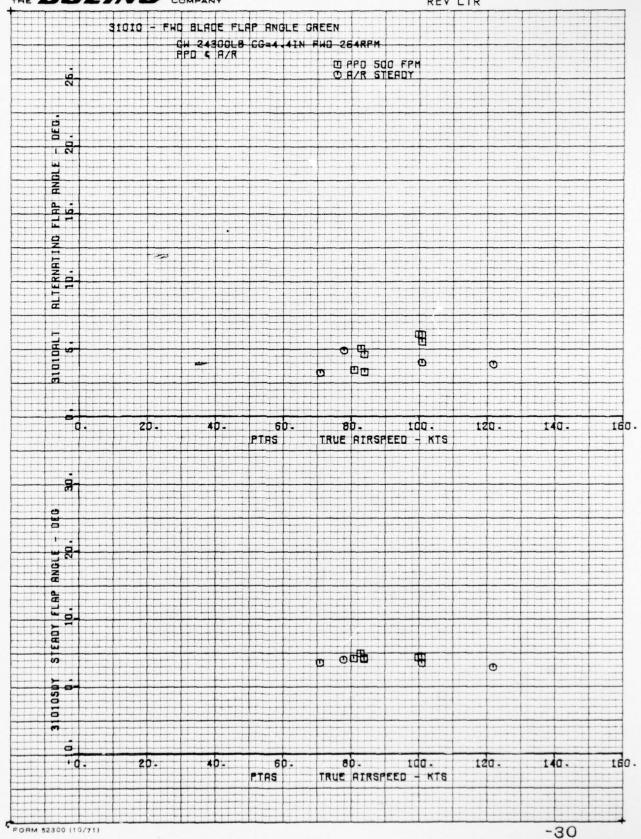
OIR CONTREV >5000FT DEG. - 02 B TERNATING. 4 F 0 D = 80. ıda. 120. 140. IBO. PTAS TRUE AIRSPEED - KTS 30 ANGLE 2D D A 9 31010807 123. 150. 50. 100. 143. 50. TRUE AIRSPEED + KTS PTRE FORM 52300 (10/71) -22



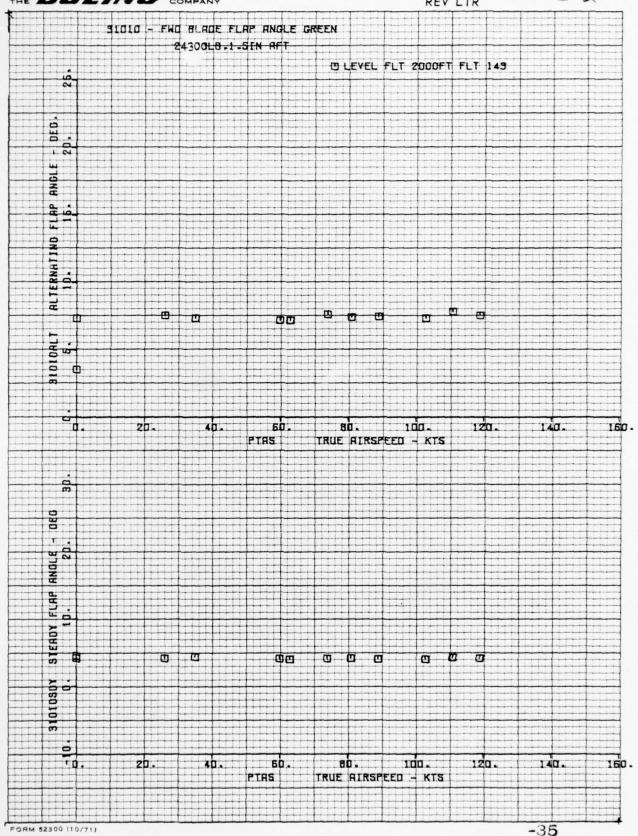
SHEET 5a

NUMBER VOLUME & REV LTR

THE BOEING COMPANY



SHEET 53



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PREPARED BY: J. Bendo

CHECKED BY:

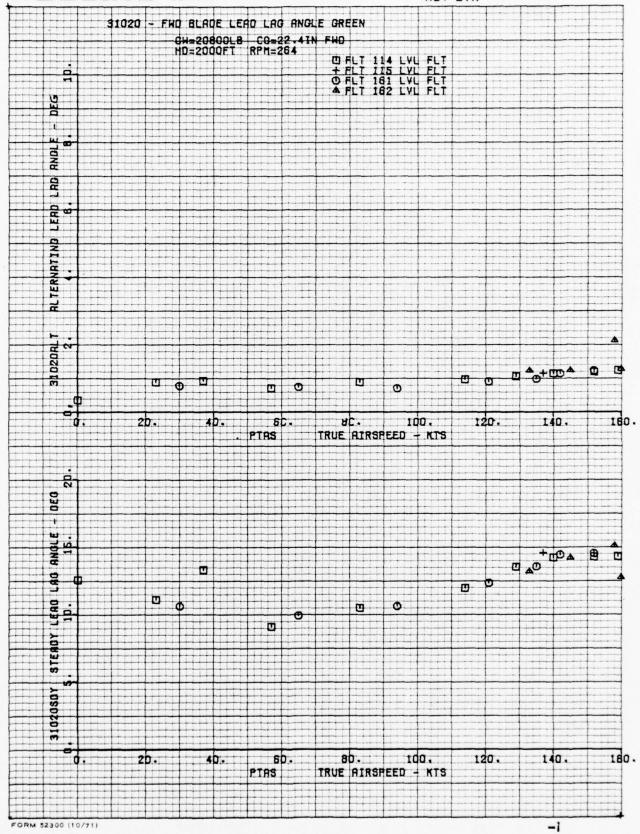
NUMBER D210-11168-3 REV LTR Volume 2 MODEL NO.

THE BOEING COMPANY DATE: 8/28/78

4.2 Forward Blade Lead Lag Angle

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THE BOEING COMPANY



SHEET 56

THE BOEING COMPANY REV LTR - FHO BLACE LEAD LAG ANGLE GREEN #=20800LB CG=22.4IN FH0 HD=ABQVE SQOOFT RPM=264 + FLT 115 LEVEL FLT O ANGL 180 RTIND ALTERN I DZOBL T 8 80. 100. 120. 140. 160 . TRUE RIRSPEED - KTS DEG r ANOLE 15. 180 STEADY 31020SDY 160. 80. 120. 140. 100. PTRS TRUE RIRSPEED - KTS

SHEET 57

the second of th

FORM 52300 (10/71)

1000

VOLUME 2 NUMBER

THE BOEING COMPANY

REV LTR 31020 - FWO BLADE LEAD LAG ANGLE GREEN 0H=20800L8 CG=22.4IN FHD RPM=264 O CP PULLUP PHR ON >6000FT
O LNG PULLUP PHR ON >6000FT
A CP PULLUP PHR ON 2000FT
+ LNG PULLUP PHR ON 2000FT
X LNG PULLUP PHR OFF 2000FT
A PPO RECOVERY >6000FT
X PPO RECOVERY 2000FT 0 = ANGL LAG PII ALTERN LDZDALT 8 140. 100. 180. 80. PTAS TRUE RIRSPEED - KIS DEO ANOLE 15. STEROY × 140. 100. 120 . 180 -_____ga____ 80. PTAS TRUE AIRSPEED + KTS ORM 52300 (10/71) -11

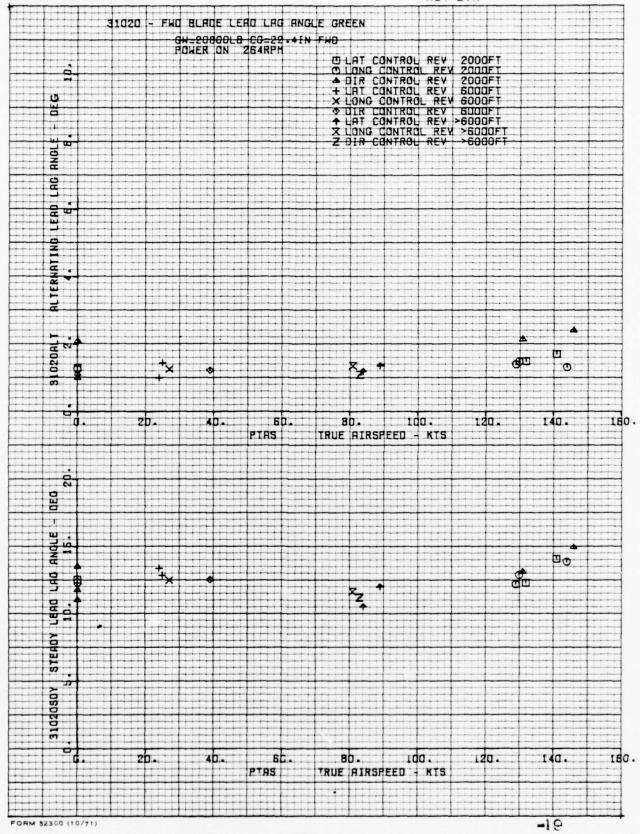
THE BOEING COMPANY

REV LTR 31020 - FWO BLAGE LEAD LAG ANGLE GREEN 9H=20800L8 C9=22.4IN FHD RPH=284 O AT TURN PHR ON 2000FT
OLT TURN PHR ON 2000FT
A LT TURN PHR OFF 2000FT
+ RT TURN PHR OFF 2000FT
X RT TURN PHR ON >6000FT
OLT TURN PHR ON >6000FT
A RT TURN PHR OFF >6000FT
X LT TURN PHR OFF >6000FT ā 1 ANGL LAG ALTERNATIND DZORLT 8 + 160. 80. 100-120. 140. 50. PTAS TRUE AIRSPEED - KTS LERO LAG ANGLE 10. 15. 80 **& D** 0 P STEROY 0 120. 100. 140. 160. 60. TRUE AIRSPEED - KTS PTAS FORM 52300 (10/71)

SHEET 59

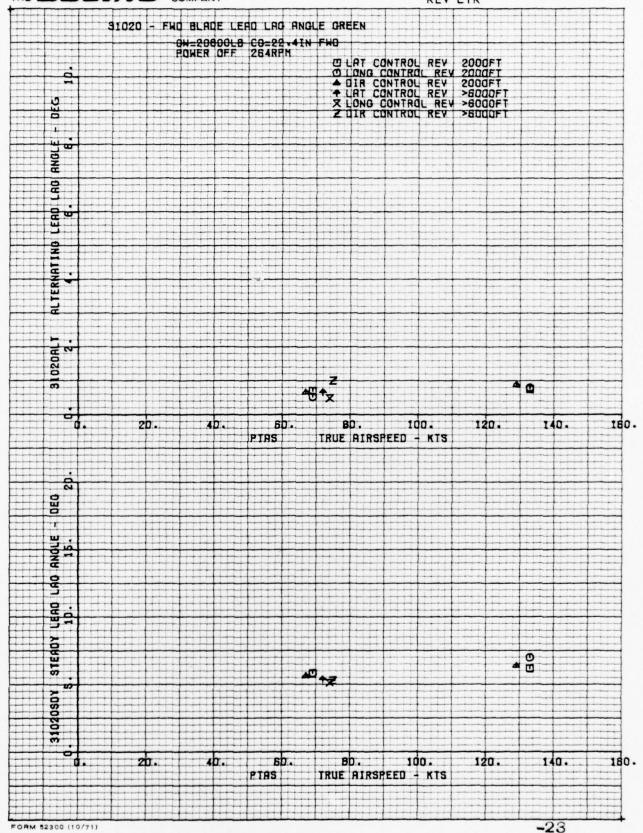
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-15



SHEET 60

NUMBER VOLUME 2



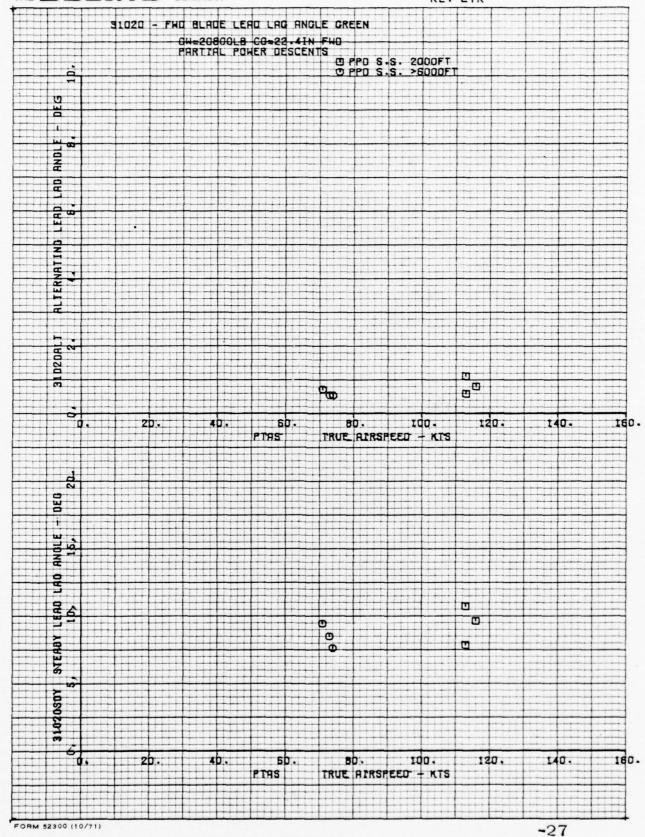
SHEET 61

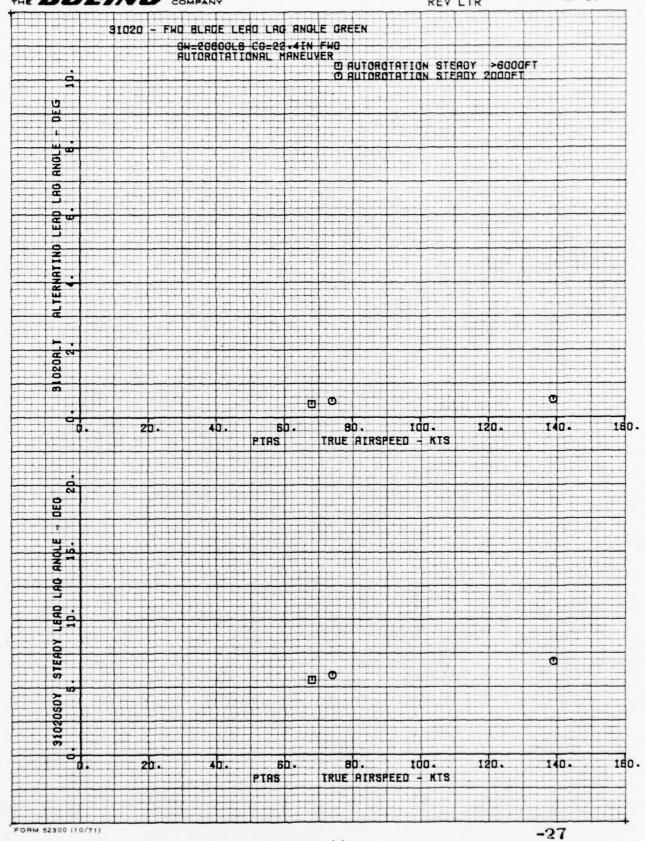
NUMBER ! VOLUME Q

THE BOEING COMPANY

91020 - FWD BLADE LEAD LAG ANGLE GREEN GH=20000LB C0=22.41N FHD 264RPH E FLARE PHR ON 1 LAG 5D. TRUE HIRSPEED - KTS 0 STEADY 50. TRUE RIRSPEED - KTS PTAS FORM 52300 (10/71) -23

SHEET 62





-3

NUMBER THE BOEING COMPANY REV LTR - FWG BLAGE LEAD LAG ANGLE GREEN 0H-20000LB CO-9-7[N AFT HD-2000FT RPH-264 D FLT 126 LEVEL FLT A FLT 136 LEVEL FUT + FLT 138 LEVEL FUT U X FLT 151 LEVEL FUT A FLT 166 LEVEL FLIGHT A FLT 177 LEVEL FLI X FLT 122 LEVEL FLT Z FLT 124 LEVEL FLT 30 . ANGL LAG H . 020ALT MO OH A M A D XO XHII WAS A HO CH 120. 140. 180 -TRUE AIRSPEED - KTS PTAS Y LERD STEROY 10209DY 7 120. 140. 150 ab. PTAS TRUE AIRSPEED + KTS

SHEET 65

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FORM 52300 (10/71)

NUMBER REV LTR

THE BOEING COMPANY 31020 - FWO BLADE LEAD LAG ANGLE GREEN 0H=20800LB C0=5.7IN AFT HD=6000FT RPH=264 C) FLT 124 LEVEL FLT C) FLT 127 LEVEL FLT A FLT 137 LEVEL FLT + FLT 139 LEVEL FLT X FLT 151 LEVEL FLT O FLT 177 LEVEL FLT 5 <u>-</u> RNGL BTING DECRLT n 40. 60. 80. 100. 120. 140. 160. TRUE AIRSPEED - KTS PIAS DEG 1 ANGLE 15. LAG STEADY 31020SDY BD. BD. 100. 120. 140. 180. PTAS TRUE AIRSPEED - KTS

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FORM 52300 (10/71)

NUMBER

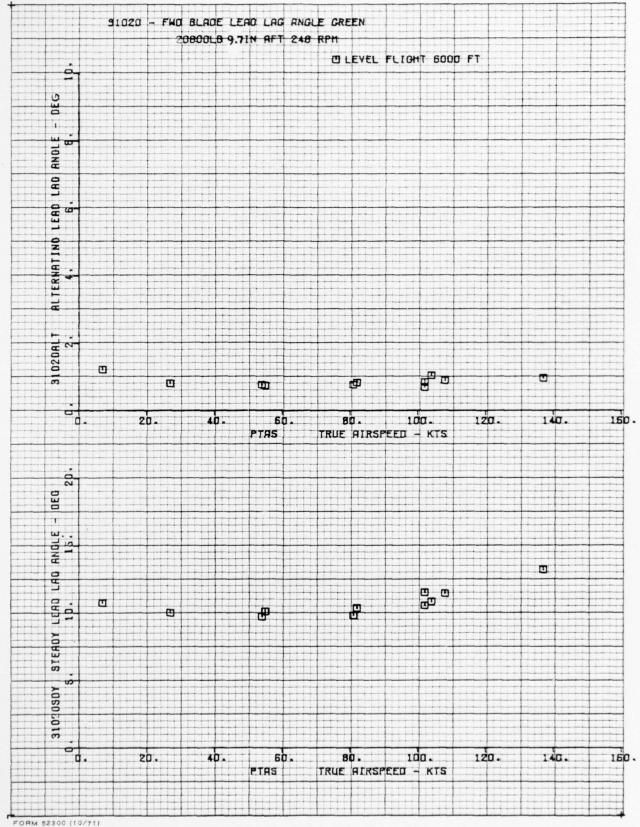
THE BOEING COMPANY

REV LTR 31020 - FWO BLADE LEAD LAG ANGLE GREEN GW=20600L8 CO=9.71N ACT HD=>6000FT RPH=264 DELT 124 LEVEL FUT (7) H 1 PNOL D2DAL ZD. 40. 55. 85. 100. PTBS TRUE AIRSHEED KIS 160. PTHS TRUE AIRSPEED - KIS 1 ш 10. 80. 160. -5 FORM 52300 (10/71)

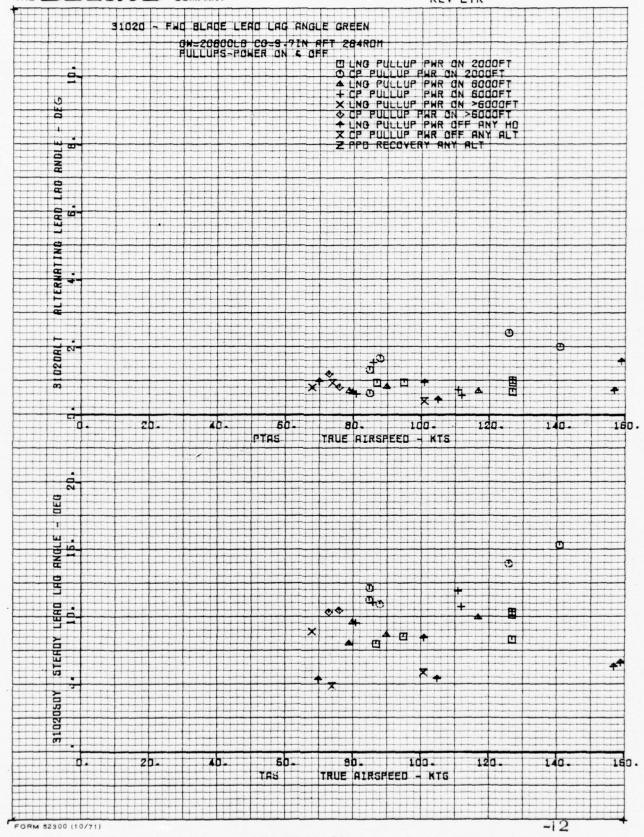
SHEET 67

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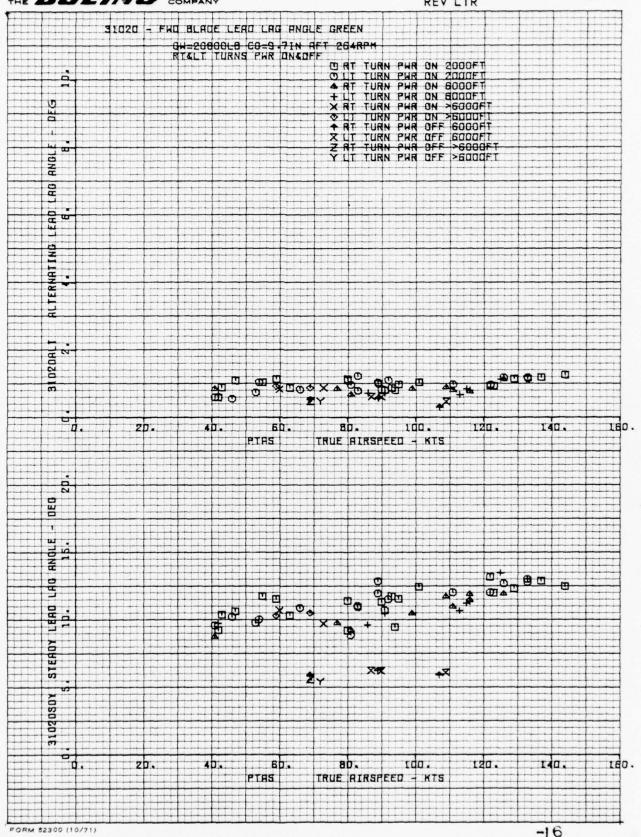
THE BUEING COMPANY

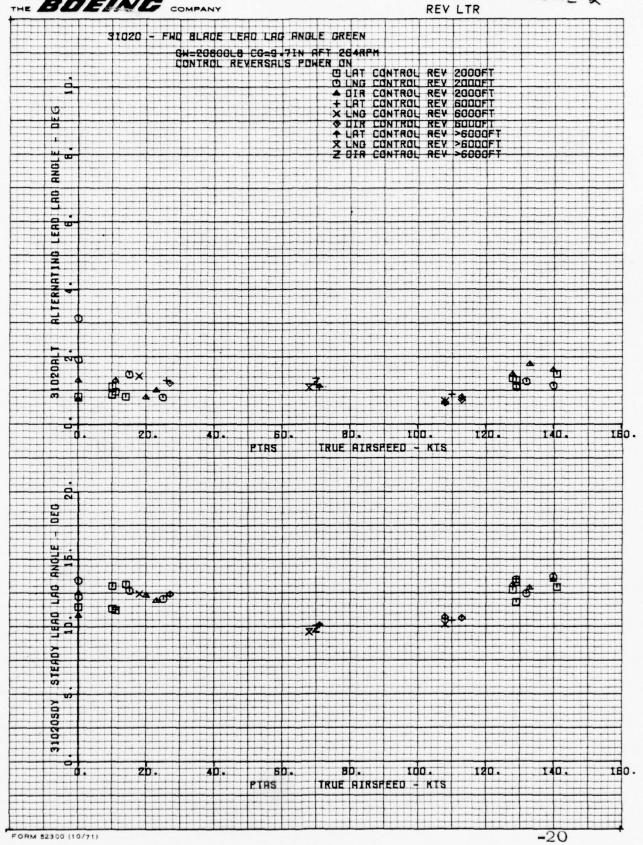


-10

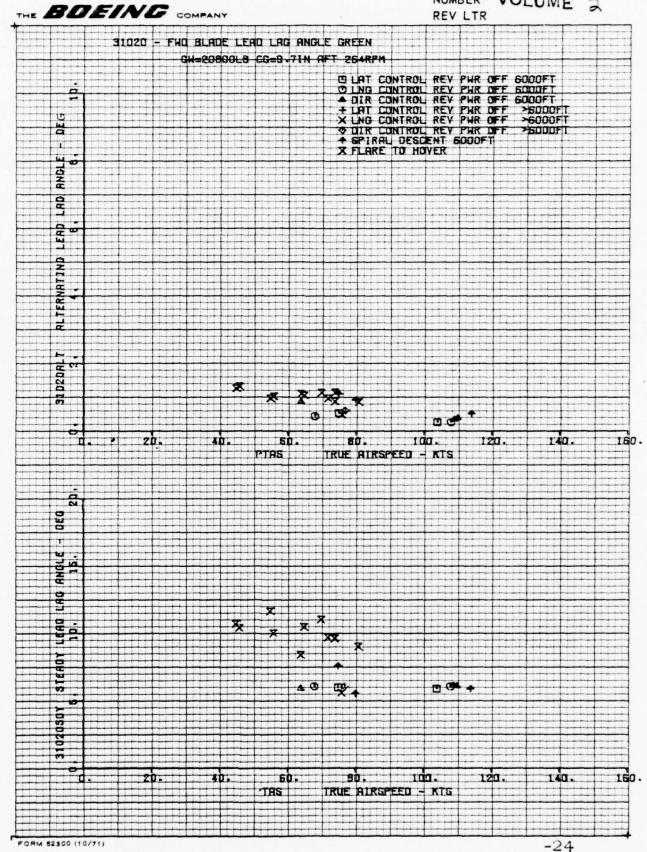


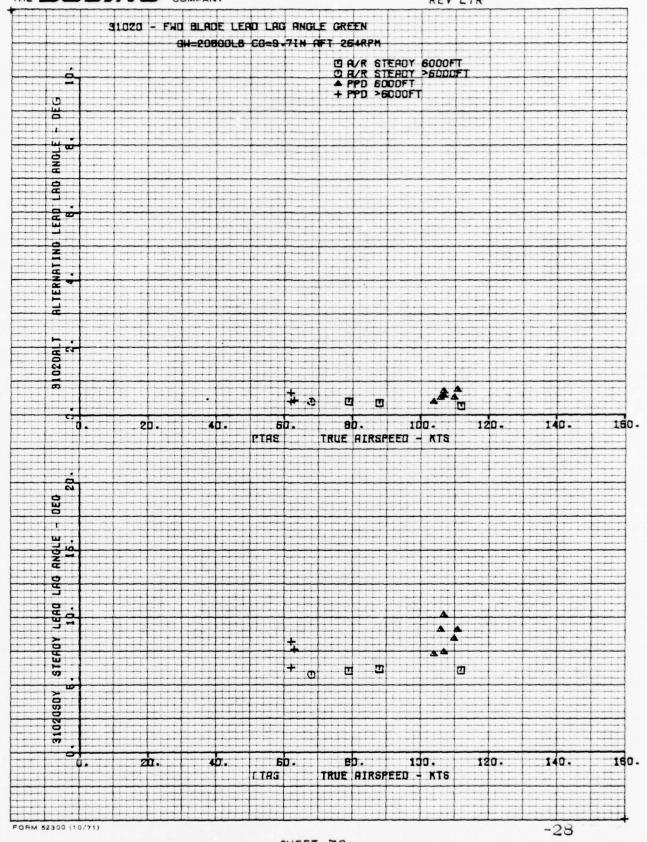
The wind of whom any a register appointed by the same participation in a soft to and





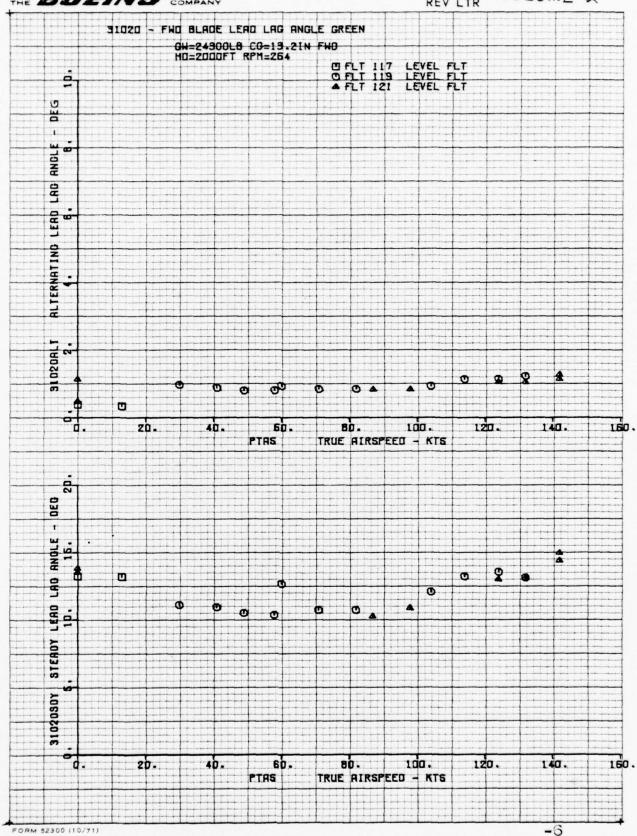
SHEET 71





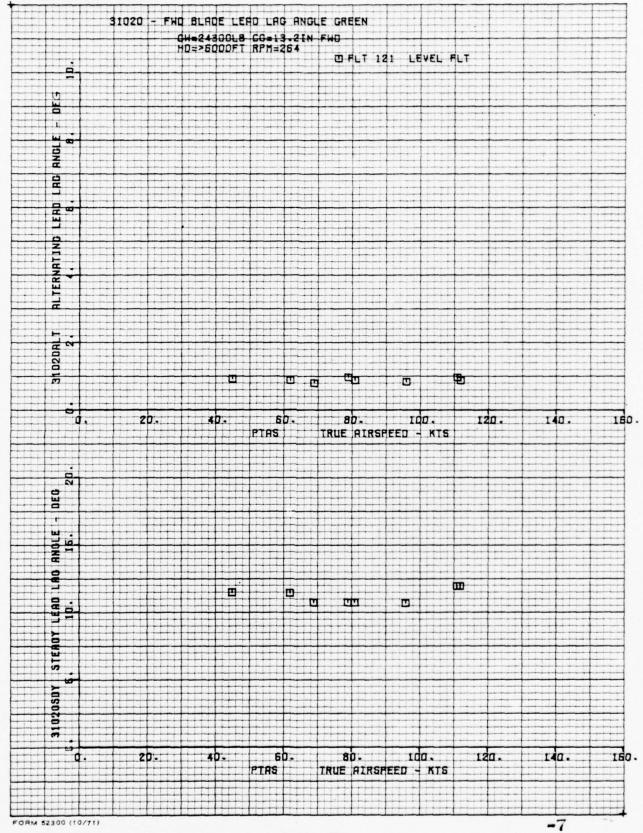
SHEET 73

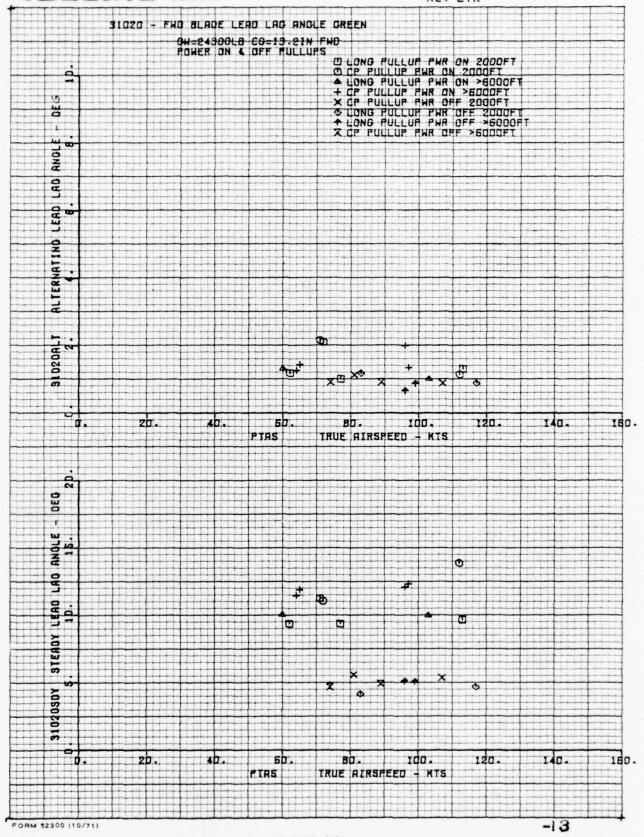
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NUMBER VOLUME 2
REV LTR

THE BOEING COMPANY





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THE BOEING COMPANY 31020 - FHO BLADE LEAD LAG ANGLE GREEN OH=24900LB CO=19.2IN FWO TURNS POWER ON 40FF 264RPM ARPH

O LT TURN PHR ON 2000FT

O RT TURN PHR ON 2000FT

A RT TURN PHR ON >6000FT

+ LT TURN PHR ON >6000FT

X LT TURN PHR OF 2000FT

O RT TURN PHR OFF 2000FT

+ LT TURN PHR OFF >6000FT

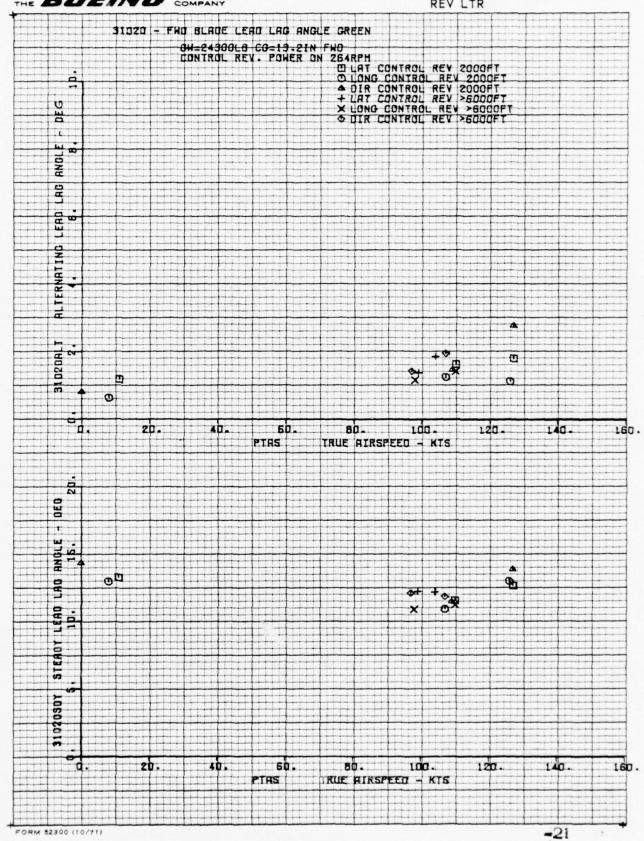
X RT TURN PHR OFF >6000FT

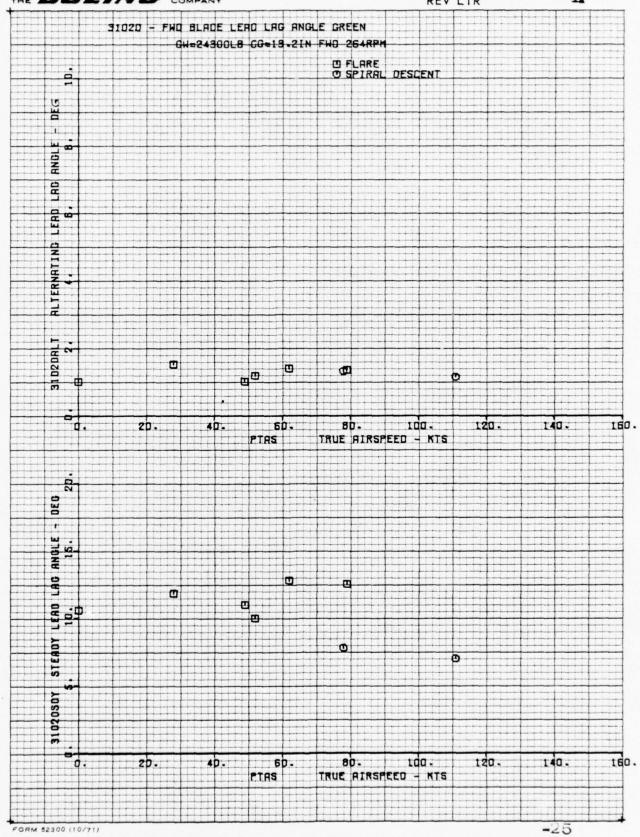
X RT TURN PHR OFF >6000FT D DEC 1 RNOL DEDAL EMD O . × 50. 80. 100-120. 140. 160. PTAS TRUE RIRSPEED - KTS 50 1 AN. LAG 00 **d** STEADY × 120. 140-160. 80. 100-БÙ. PTAS TRUE AIRSPEED - KTS FORM 52300 (10/71)

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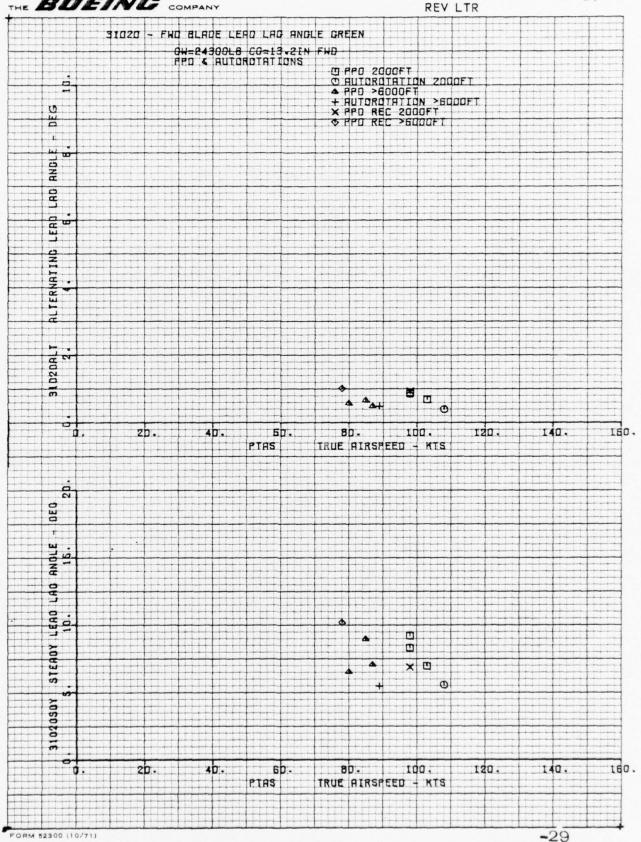
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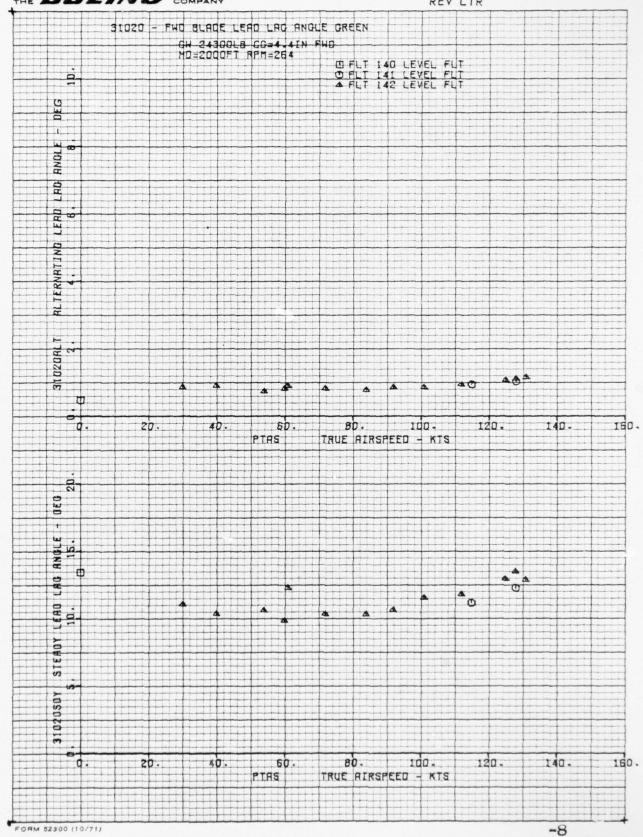
SHEET 79

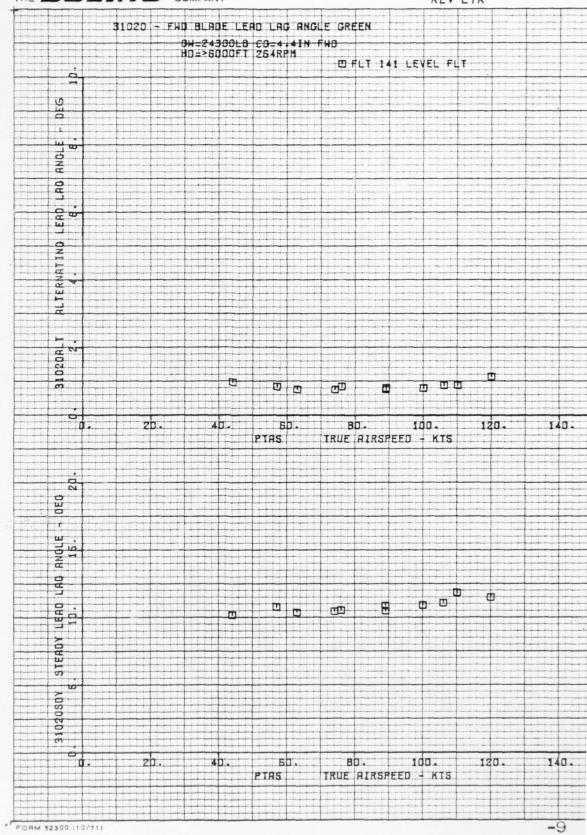


The same of the sa

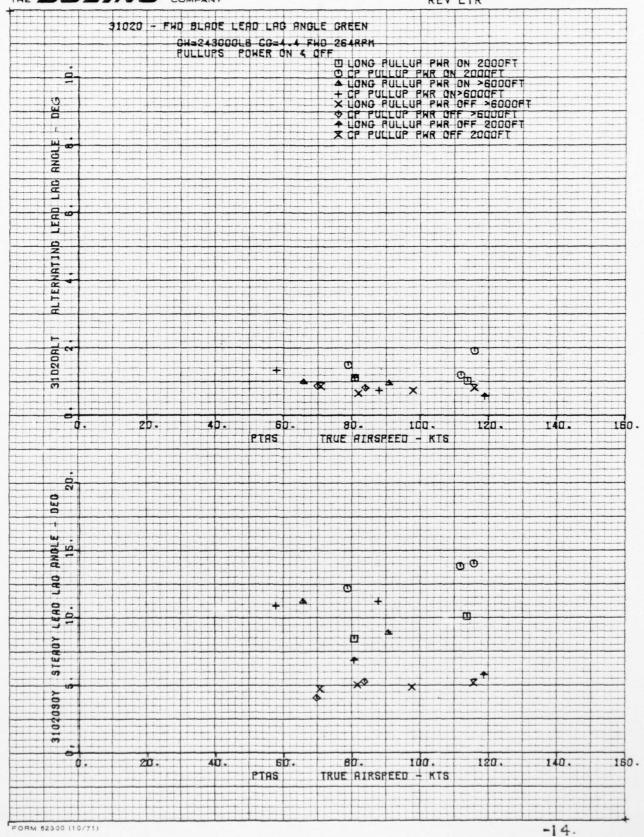
NUMBER | VOLUME 2 REV LTR

THE BOEING COMPANY

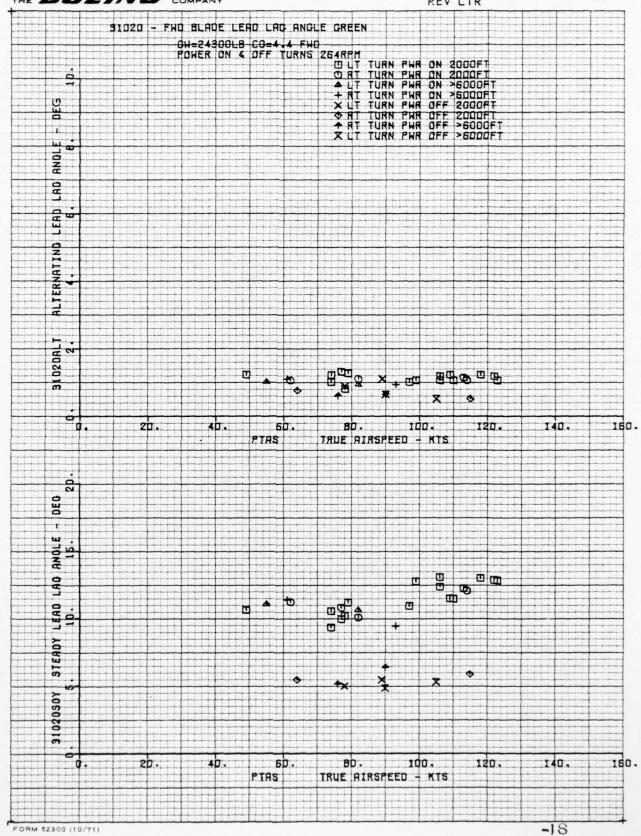




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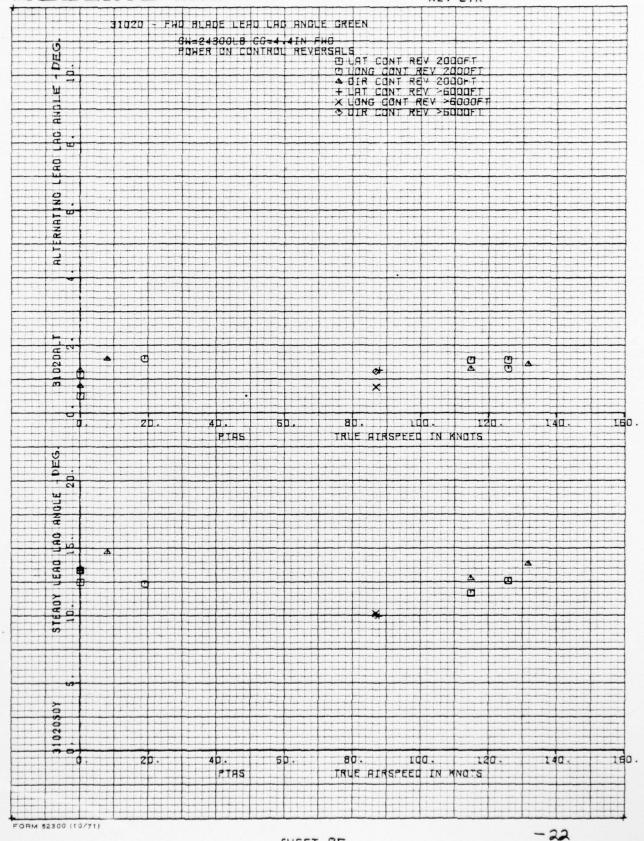
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SHEET 84

NUMBER VOLUME 2
REV LTR

THE BOEING COMPANY



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-26

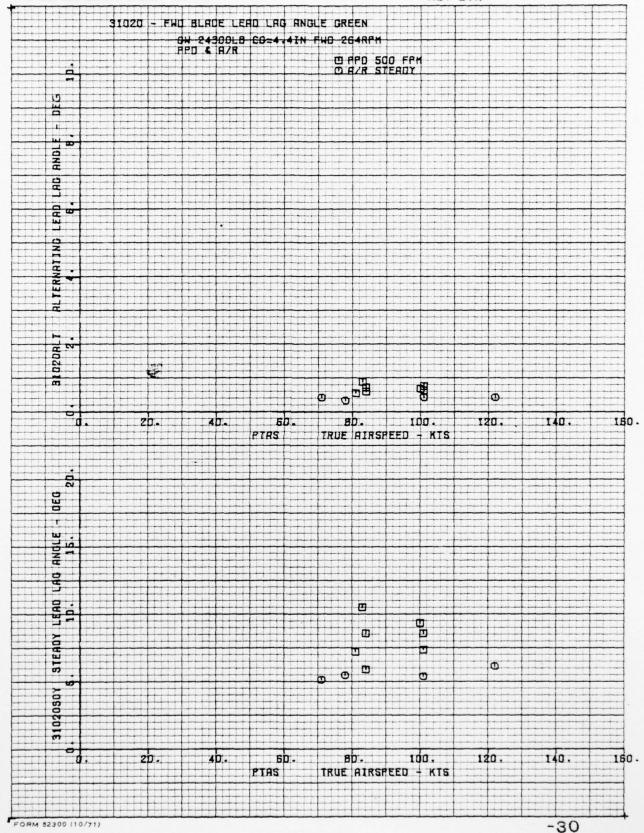
THE BOEING COMPANY REV LTR 31020 - FWO BLADE LEAD LAG ANGLE GREEN OH-24300LB CO-4.4IN FHD 264RPM O FLARE TO HOVER O 8 ANGLE CAB 020AL 0 03 0 BD. 100. 120. 140. 60. 160 -PTAS TRUE RIRSPEED + KTS DEO 1 W ANGL. 0 0 U 0 O 6 STEA 0 ,02050Y 40. BD. 100. 120. 140. 150. 5D. PTAS TRUE AIRSPEED - KTS

SHEET 86

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FORM 52300 (10/71)





THE BOEING COMPANY REV LTR 91020 - FWO BLADE LEAD LAG ANGLE GREEN 24300L8.1.5IN AFT ELEVEL FLT 2000FT FLT 149 DE RNGL LAG 80. 1da. TRUE RIRSPEED - KIS DEO ANG. PB | 0 0 STEADY 3102050Y Бр. Вр. 100. 120. 140. 160. TRUE PIRSPEED - KTS FORM 52300 (10/71) -35

PREPARED BY: J. Bendo

NUMBER D210-11168-3 REVLTR Volume 2

MODEL NO.

THE BOEING COMPANY DATE:

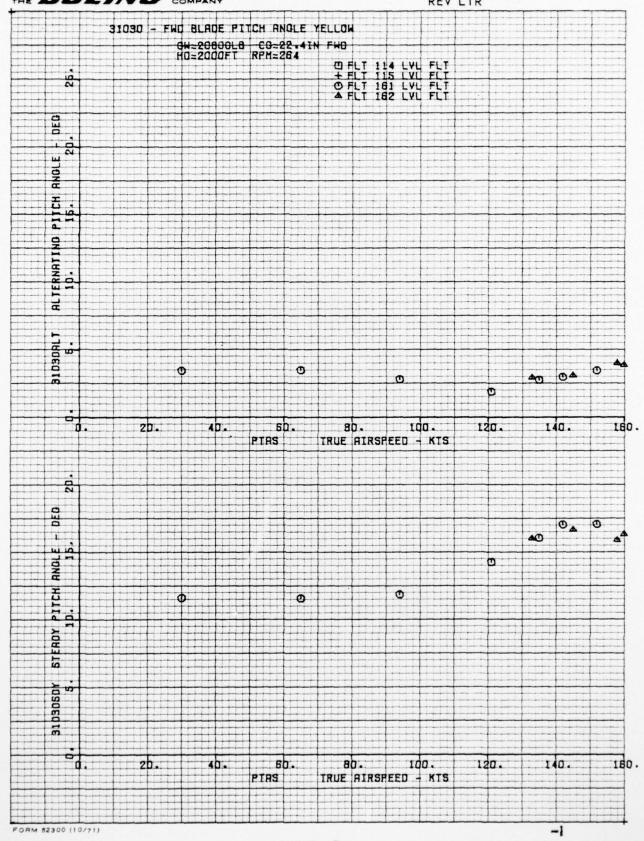
CHECKED BY:

8/28/78

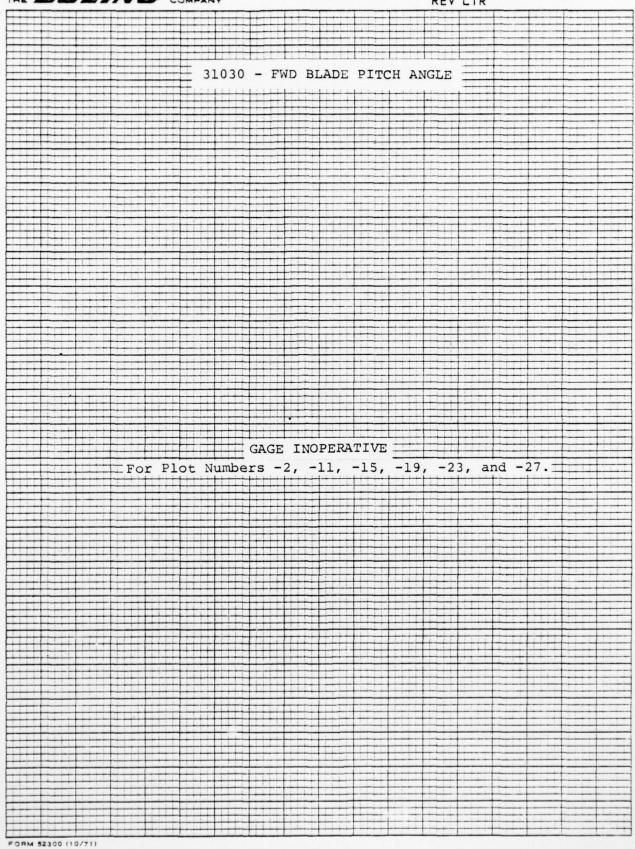
4.3 Forward Blade Pitch Angle

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THE BOEING COMPANY



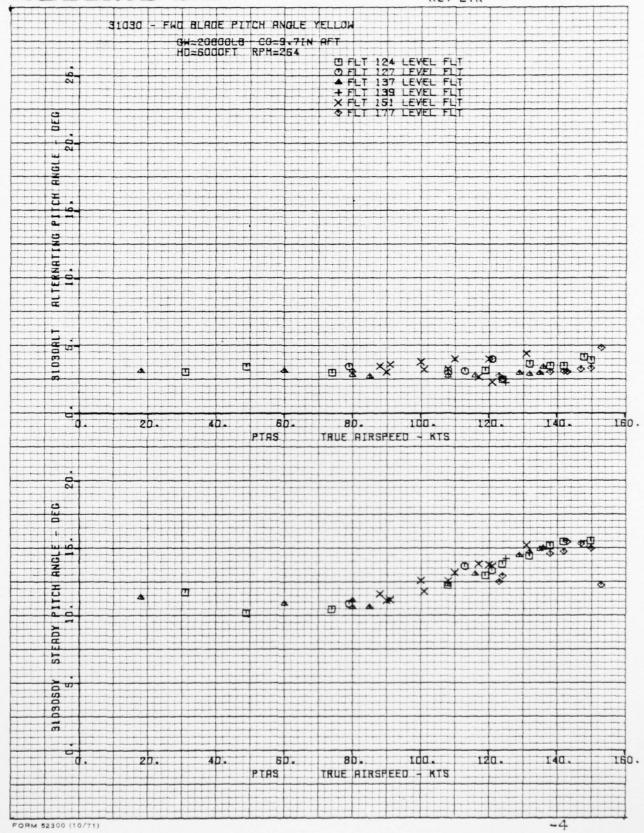
THE BOEING COMPANY



SHEET 91

THE BOEING COMPANY REV LTR 31030 - FWO BLADE PITICH ANGLE YELLOW GW-20800LB CO~9-7IN AFT HD=2000FT RPH≈264 OFLT 126 LEVEL FLT A FLT 136 LEVEL FLT + FLT 138 LEVEL FLT 151 LEVEL FLT FLT 166 LEVEL FLIGHT → FLT 177 LEVEL FLT X FLT 122 LEVEL FLT Z FLT 124 LEVEL FLT 10 B P117 ALTERNATING 31030ALT 80- 100-160 -60. 120-TRUE AIRSPEED - KTS 20 0 1 ×¢ + + e e H 51 DSDSDY 6. 3 80-120-140. 180. TRUE AIRSPEED - KTS TAS FORM 52300 (10/71) -3

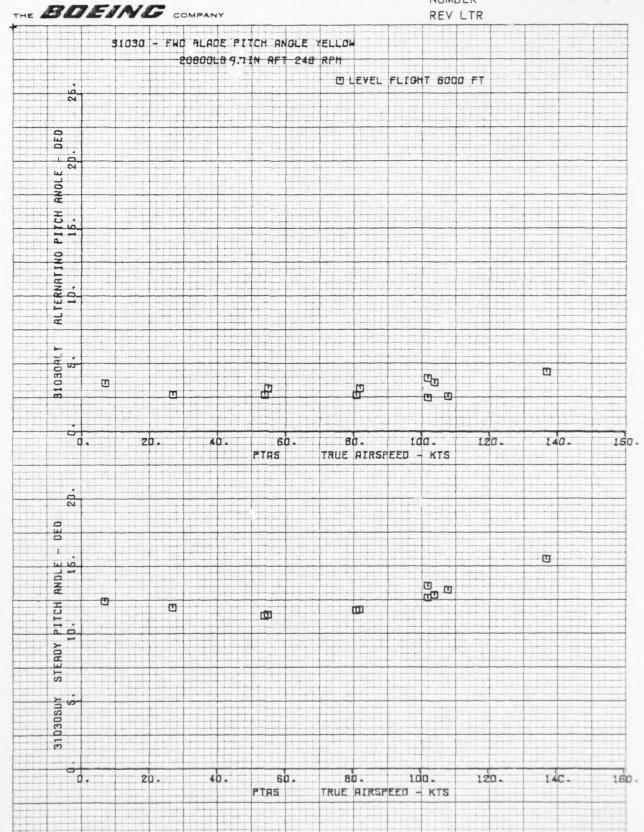
SHEET 92



NUMBER

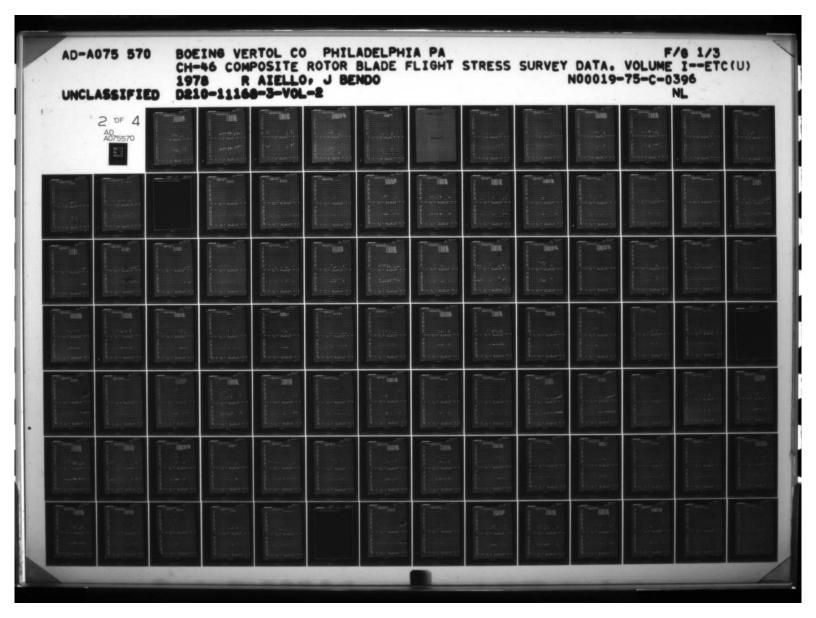
THE BOEING COMPANY REV LTR 31030 - FWO BLADE PITCH ANGLE YELLOW GH-20600L8 CB-9-7IN ACT HD=>6000F1 RPM-264 C FLT 124 LEVEL FLT ANGL 40. 50. 80. 160. PTAS TRUE AIRSPEED - KTS 40. 60. 80. 1do. PTAS TRUE AIRSPEED - KIS 160. TRUE AIRSPEED - KIS -5 FORM 52300 (10/71)

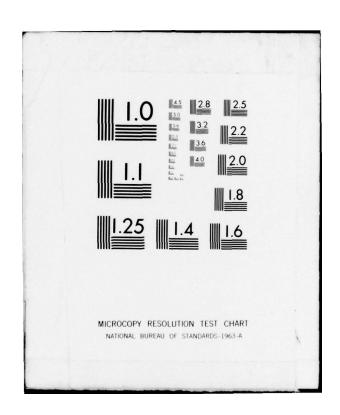
NUMBER

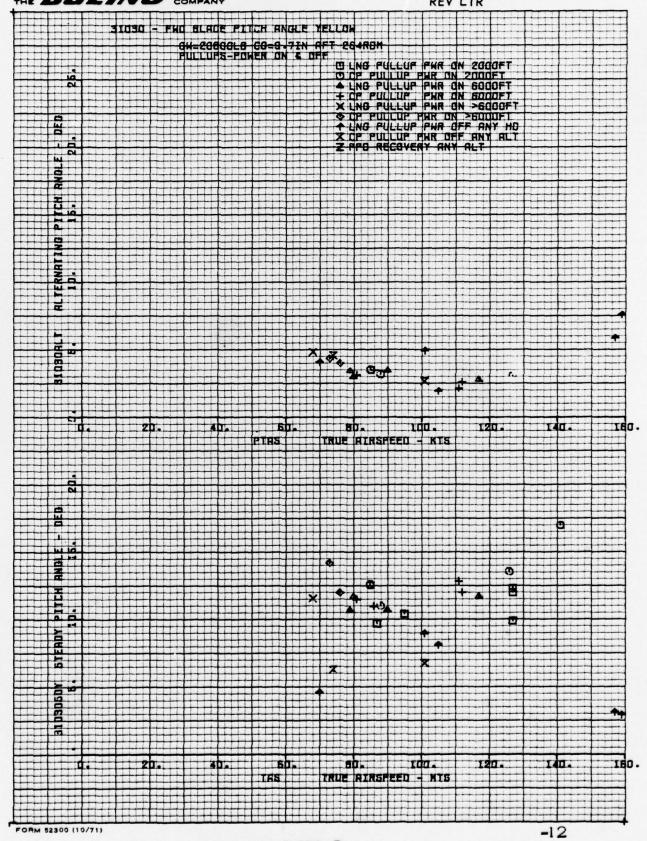


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FORM 52300 (10/71)

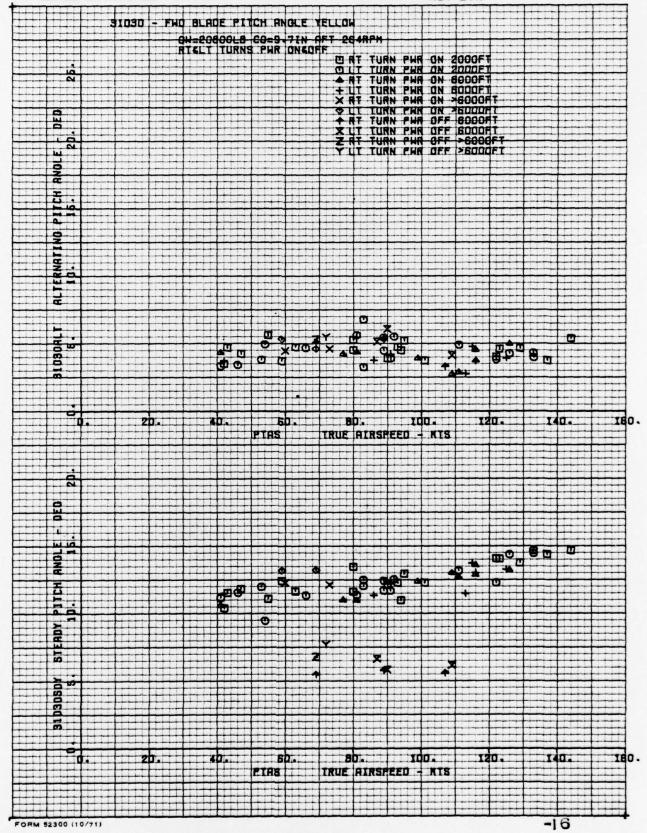






SHEET 96

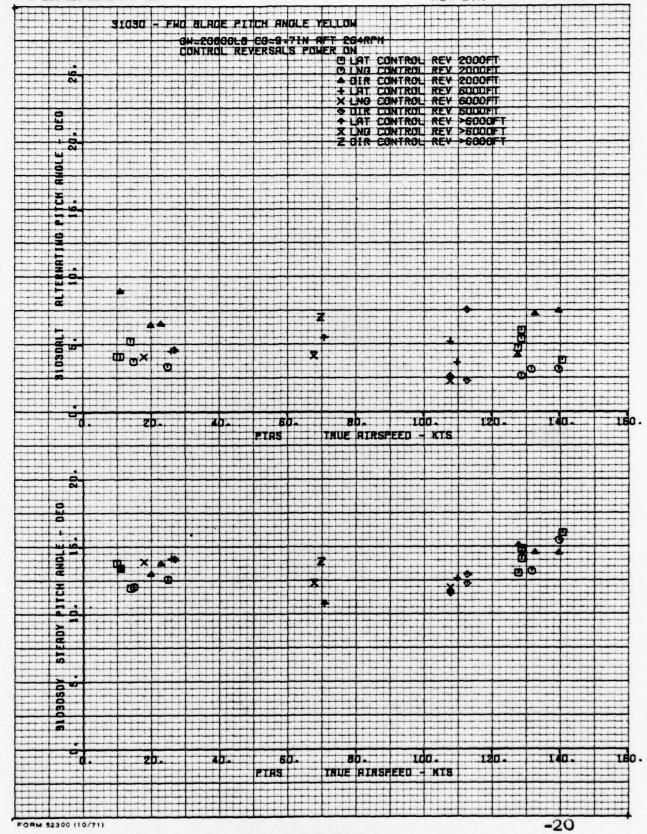
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SHEET 97

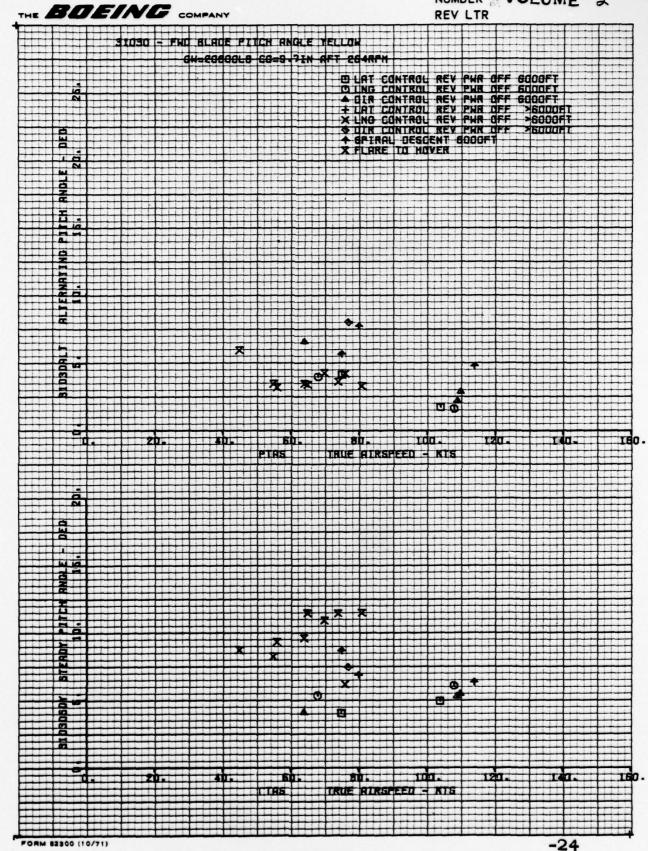
NUMBER VOLUME 2

THE BOEING COMPANY



SHEET 98

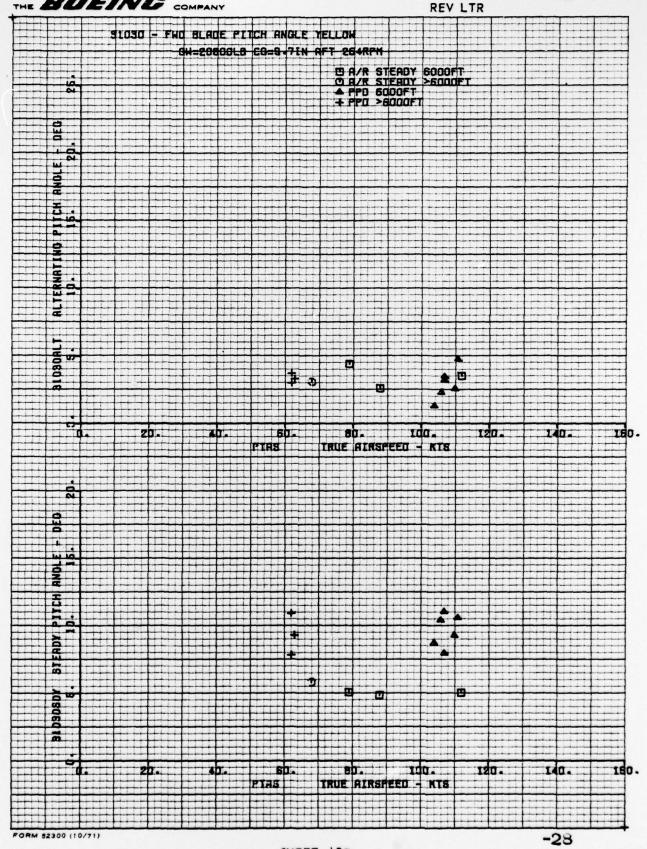
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SHEET 99

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FORM 52300 (10/71)

SHEET 101

NUMBER THE BOEING COMPANY **REV LTR** 91030 - FWO BLADE PITCH ANGLE YELLOW GH 24500LB CO=4.4IN FHO HD=2000FT RPH=264 OFLT 140 LEVEL FUT OFLT 141 LEVEL FUT FLT 142 LEVEL FUT ANGLE 9 ALTER 1 BIDBORLT 40 ida. 120. 140. 180-80 . PTAS TRUE AIRSPEED - MIS ADY Ida . TAD. 80. 160. PTAS TRUE AIRSPEED - KTS

SHEET 102

the property and the second of the second of

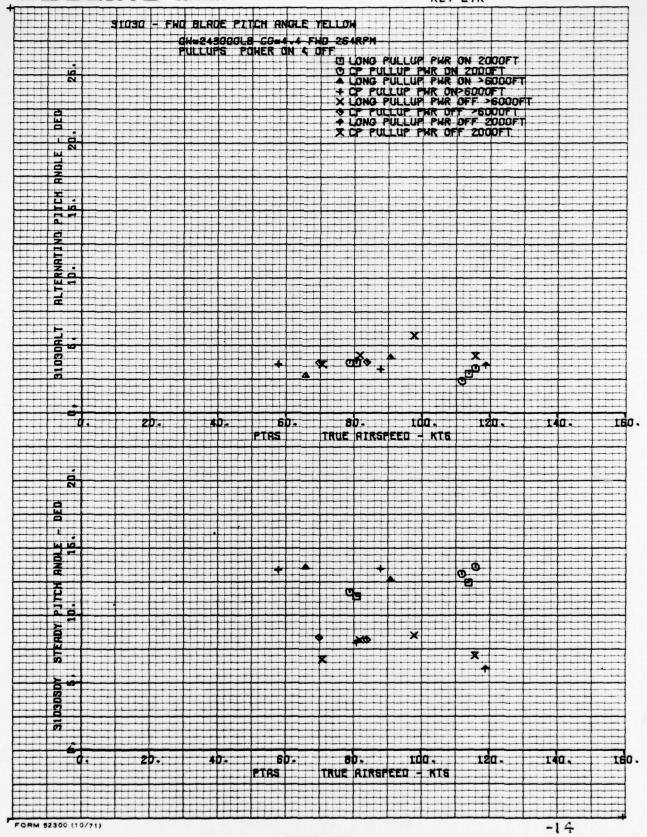
180.

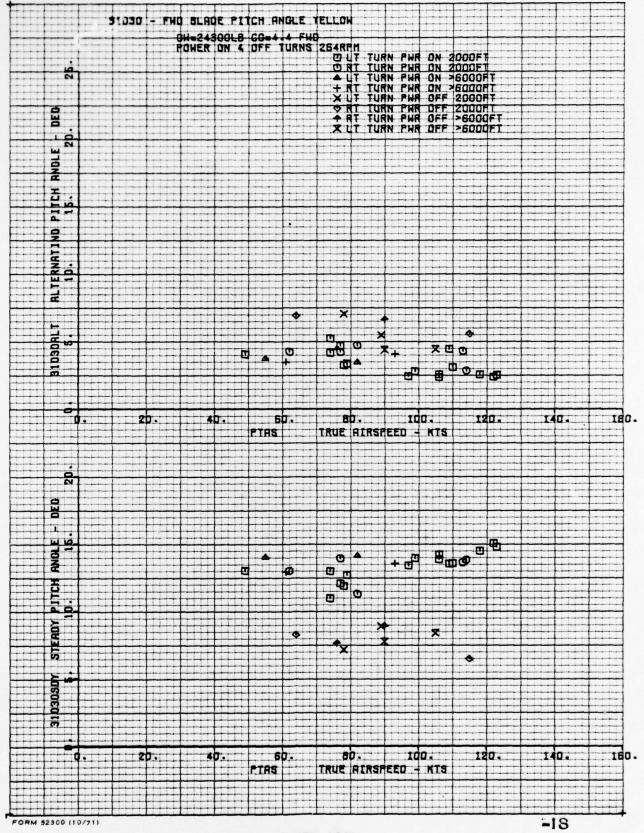
NUMBER THE BOEING COMPANY REV LTR - FWO BLADE PATCH ANGLE YELLOW E FLT 141 LEVEL FLT 조 ALTERNATIN 1D. . 0 0 0 0 BD. TRUE ATRSPEED - KTS 0 00

SHEET 103

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TRUE PIRSPEED - MTS





THE BOEING COMPANY REV LTR - FHO BLADE PITCH ANGLE YELLOW 31030 ON-24300LD CO-4 4IN FND HOWER ON CONTROL REVERSALS SALS

DIRT CONT REV 2000FT

DIONG CONT REV 2000FT

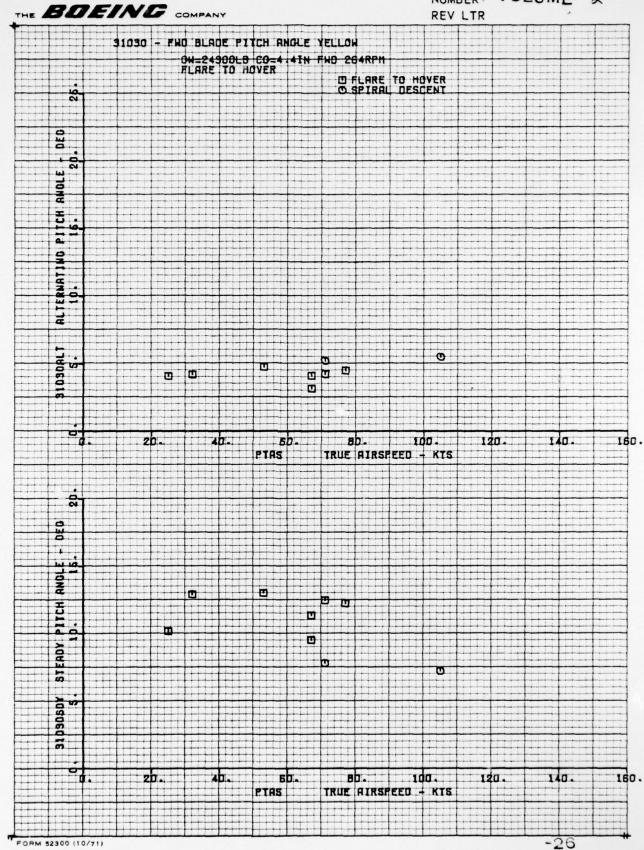
A DIR CONT REV 2000FT

+ LAT CONT REV >6000FT

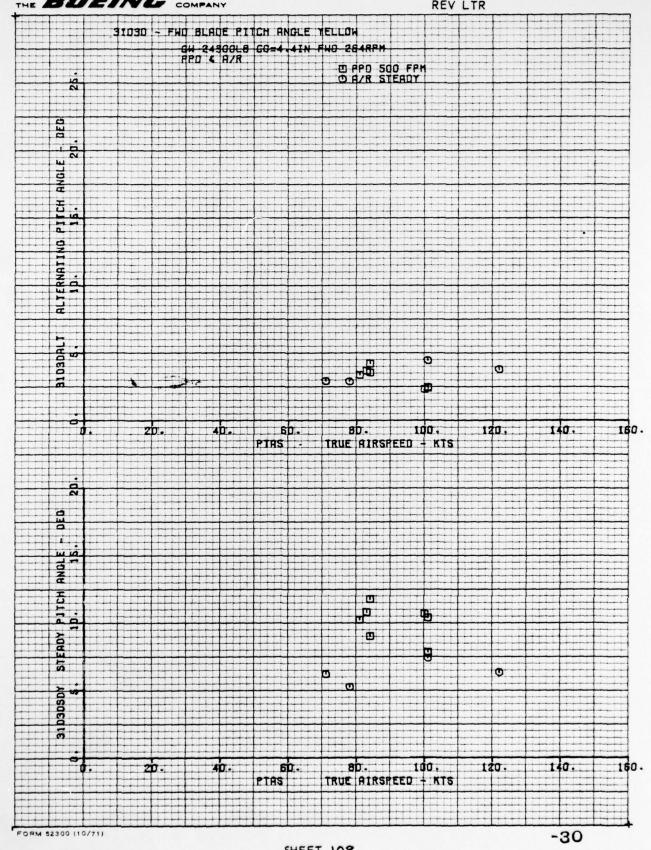
X LONG CONT REV >6000FT

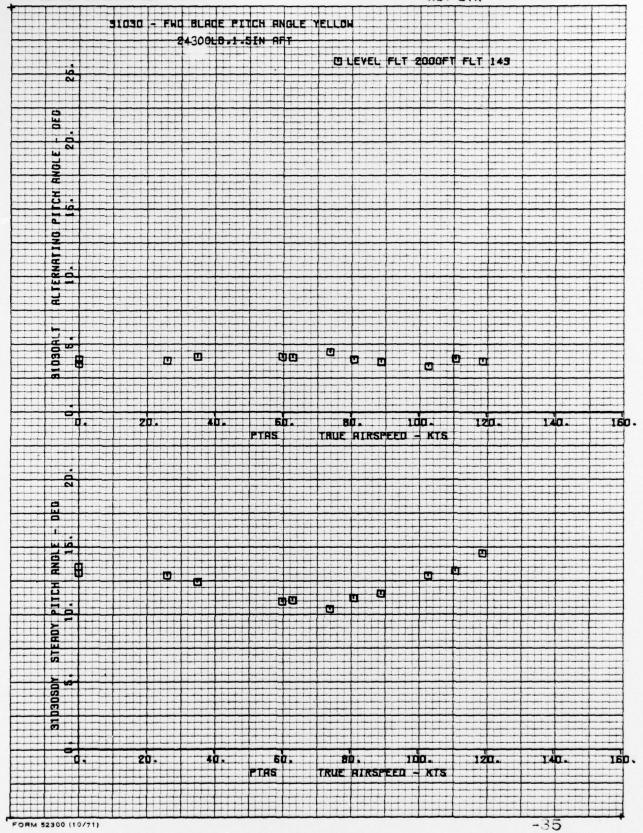
DIR CONT REV >6000FT 5 4 ᇙ 2 AL TERNATIND 0 A 1030ALT † × U 1 100. 120. 140. 160. TRUE AIRSPEED PTAS + KTS 20. * 0 1 D ANG X 0 81 9103080Y ED. 100. 120. 149. 150. TRUE AIRSPEED + KTS PTRS -22 FORM 52300 (10/71)

SHEET 106



SHEET 107





SHEET 109

PREPARED BY: J, Bendo

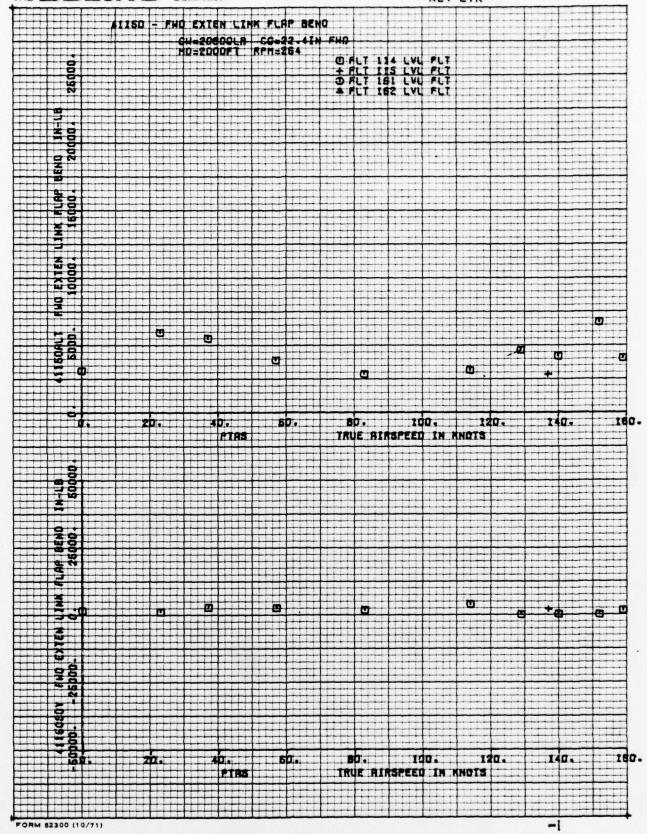
NUMBER D210-11168-3 REV LTR Volume 2

CHECKED BY:

THE BOEING COMPANY DATE: MODEL NO. 8/28/78 4.4 Forward Blade Extension Link Flap Bending

FORM 11180 (6/67)

3 - AS



THE BOEING COMPANY REV LTR 91150 - PHO EXTEN LINK FLAP BEND CH-20400LB CG-22-41H FHD HD=2000FT RFH=264 0 IED. FTAS TRUE AIRSPEED IN MNOTS 000000 160 . TRUE RINSPEED IN MNOTS FIRS FORM 52300 (10/71)

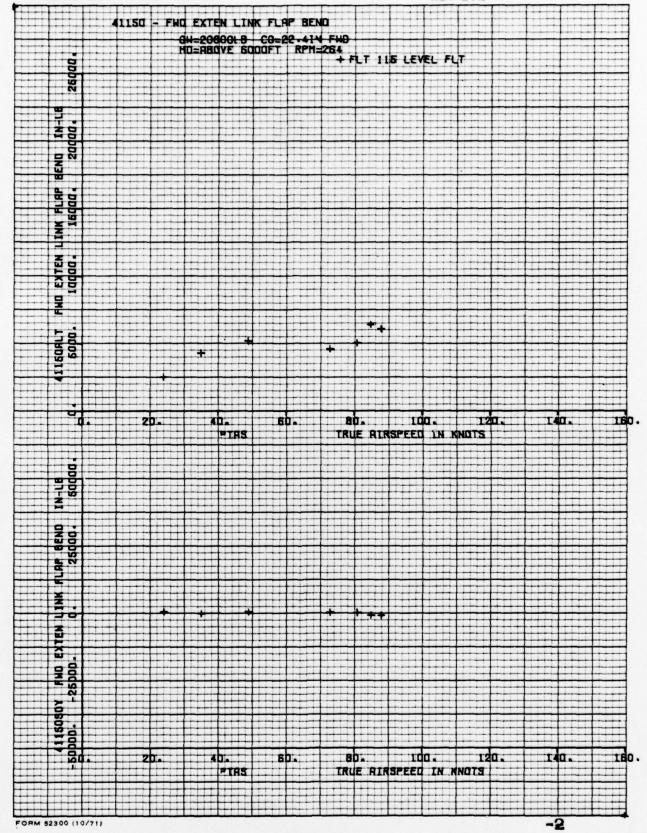
SHEET 112

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NUMBER! VOLUME 2

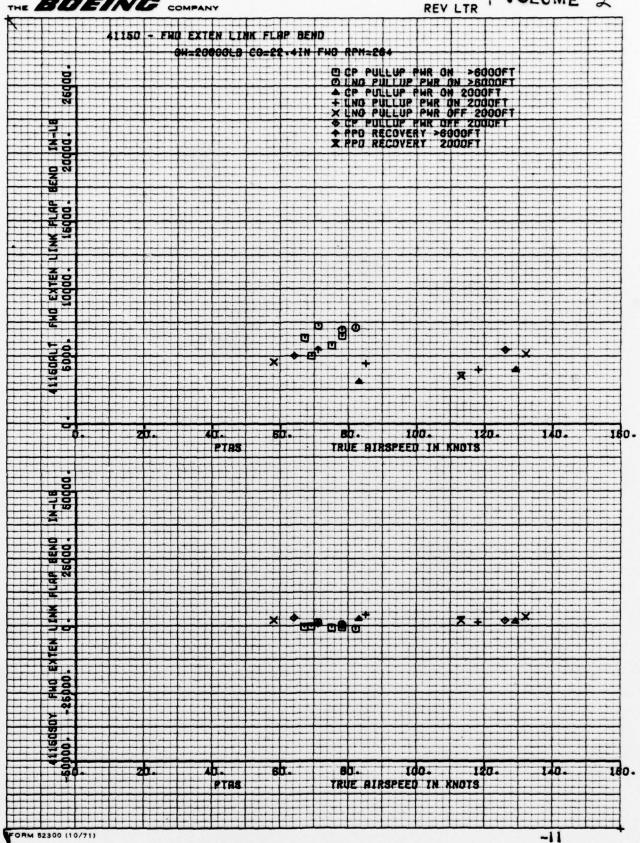
BOEING COMPANY



SHEET 113

Carried and the second of the

NUMBER



SHEET 114

The property of the second of

-15

NUMBER VOLUME 2 THE BOEING COMPANY **REV LTR** 41150 - FHO EXTEN LINK FLAP BENO 0H-20000LB CO-22-4IN FHO RPH-204 26000. O LT TURN PHR ON 2000FT OLIT TURN PHR ON 2000FT

LIT TURN PHR OFF 2000FT

RT TURN PHR ON >6000FT

RT TURN PHR ON >6000FT

RT TURN PHR ON >6000FT

RT TURN PHR OFF >6000FT

X LT TURN PHR OFF >6000FT FMO EXTEN 1 Mot. 140. 150 . PTAS TRUE RIRSPEED IN KNOTS 180. 100. 140. 160. TRUE RIRSPEED IN MNOTS PTRS

SHEET 115

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FORM 52300 (10/71)

THE BOEING COMPANY 41150 - FWO EXTEN LINK FLAP BEND H-20800LB CG-22 4IN FHO U LAT CONTROL REV 2000FT

◆ DIR CONTROL REV 2000FT

+ LAT CONTROL REV 6000FT

× LONG CONTROL REV 6000FT

× LONG CONTROL REV 6000FT

◆ DIR CONTROL REV 8000FT

▼ LONG CONTROL REV >6000FT

X LONG CONTROL REV >6000FT

X LONG CONTROL REV >6000FT

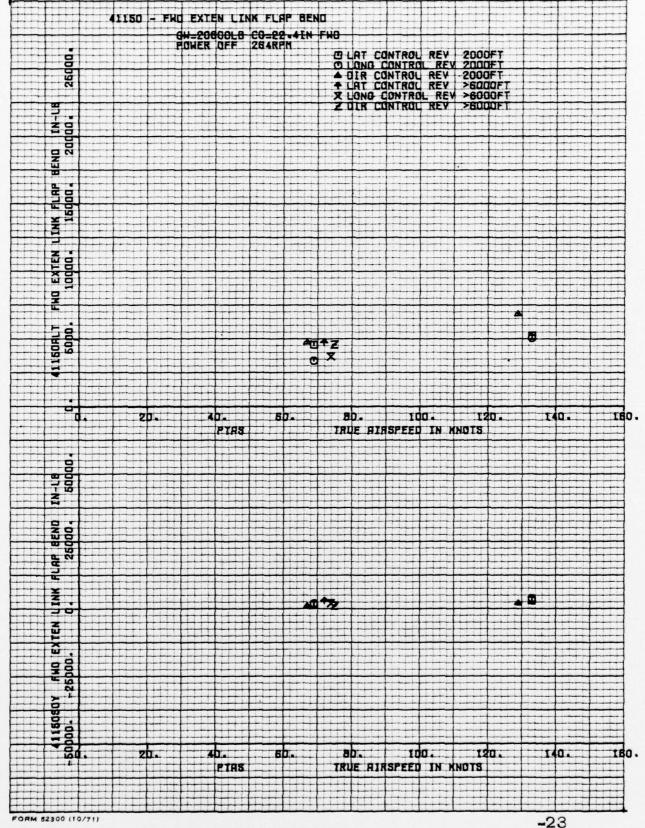
Z DIR CONTROL REV >6000FT A 0 100. PTAS TRUE AIRSPEED IN MNOTS 004 140. 160 . PTAS TRUE AIRSPEED IN MNOTS FORM 52300 (10/71) -19

SHEET 116

VOLUME 2

THE BOEING COMPANY

NUMBER REV LTR



The said the said of the said

THE BOEING COMPANY 1150 - FWO EXTEN LINK FLAP BEND 0H=20000LB C0=22.41N FHD 204RP THE PUR ON TRUE RIRSPEED IN KNOTS -23

SHEET 118

the first of the said of the s

FORM 52300 (10/71)

-27

NUMBER THE BOEING COMPANY REV LTR 1150 - FWD EXTEN LINK FLAP BEND CH-20800LB CG-22.4(N FWO # PPO S S . 2000FT TO . EXTEN 10000 1150ALT 5000. mo TRUE AIRSPEED IN MNOTS TRUE HIRSPEED IN KNOTS

SHEET 119

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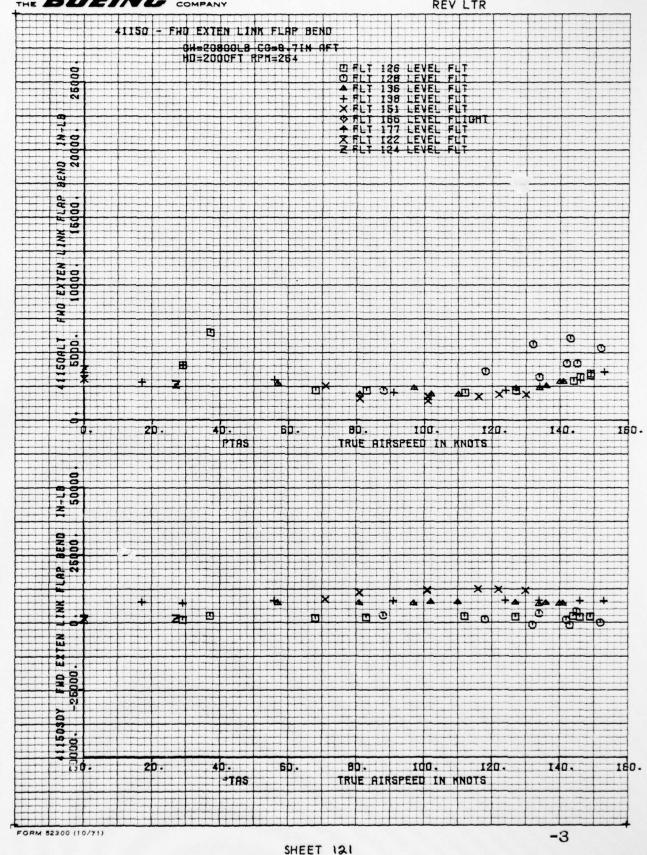
FORM 52300 (10/71)

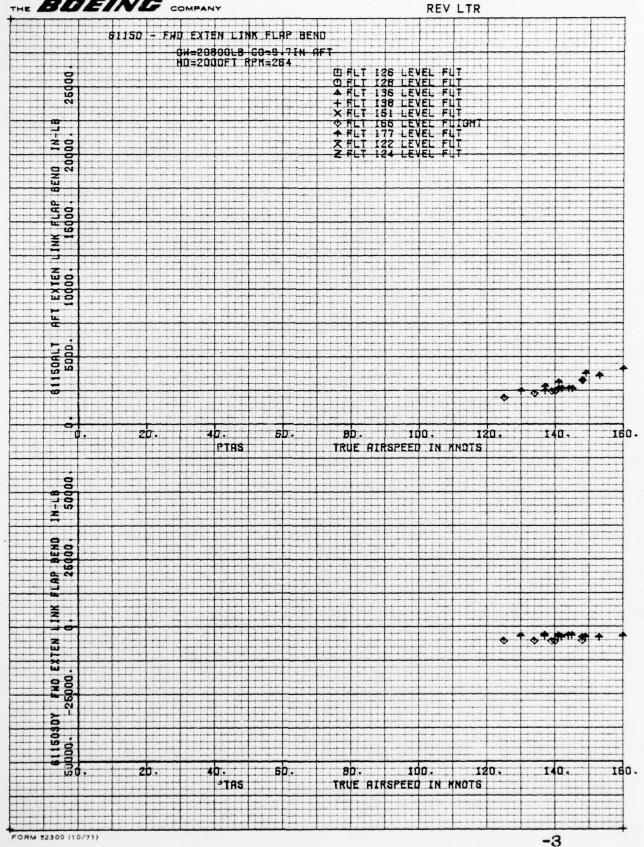
NUMBER | VOLUME 2

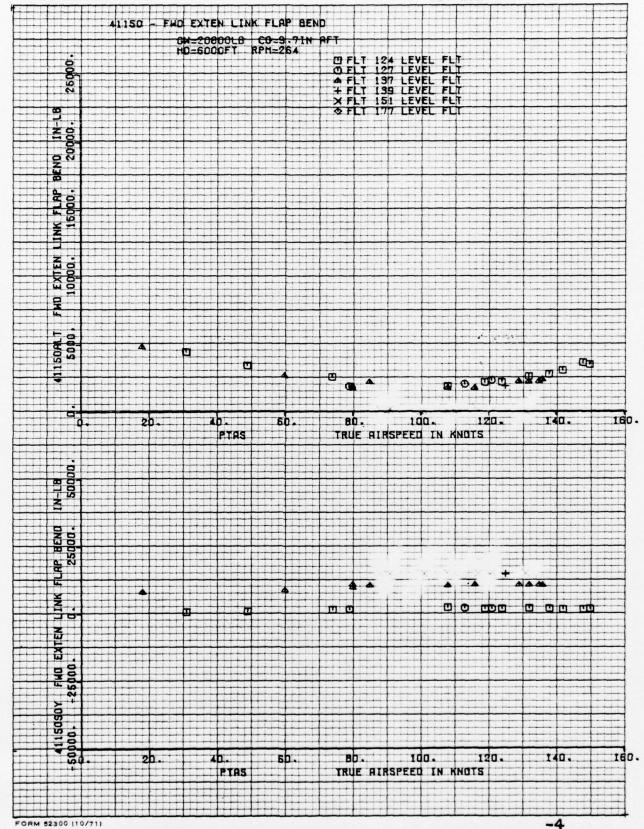
THE BOEING COMPANY

D EXTEN LINK FLHF QUILLE AND COMPANY OF AUTOROTATION STEADY >6000FT O AUTOROTATION STEADY 2000FT - FHO EXTEN LINK FLAP BENO 8b. 100. 120. TRUE AIRSPEED IN MNOTS 80. 100 PTAS TRUE AIRSPEED IN KNOTS FORM 52300 (10/71) -27

SHEET 120

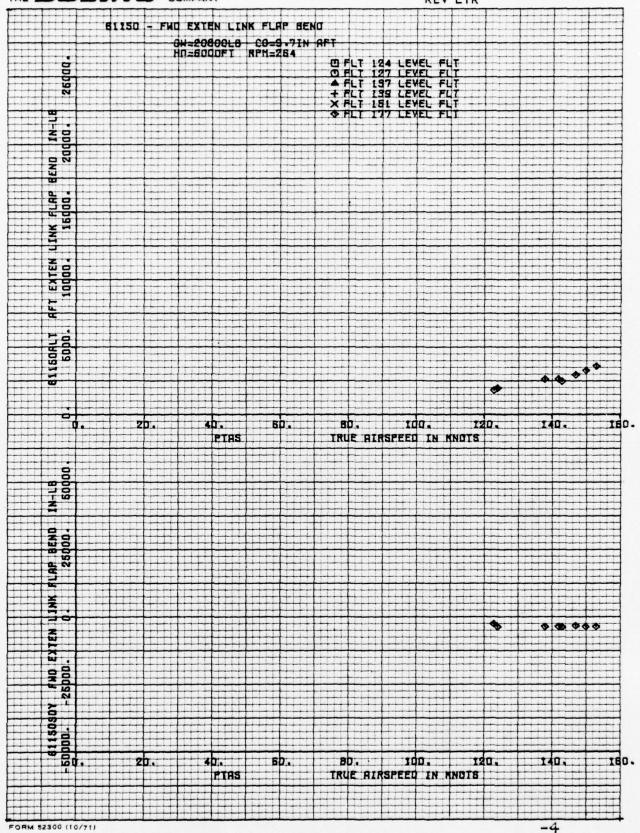






SHEET 123

- AC#



SHEET 124

FHO EXTEN LINK FLAP BEND 6M-20800LB C0-9.71N ACT HG->6000FT RPH-264 B FLT 124 LEVEL FLT MO EXTEN 41150ALT 6000. IDO. TRUE RIRSPEED IN KNOTS - 50000- 25000. 80. 100. 160. TRUE AIRSPEED IN MOTS FORM 52300 (10/71) -5

SHEET 125

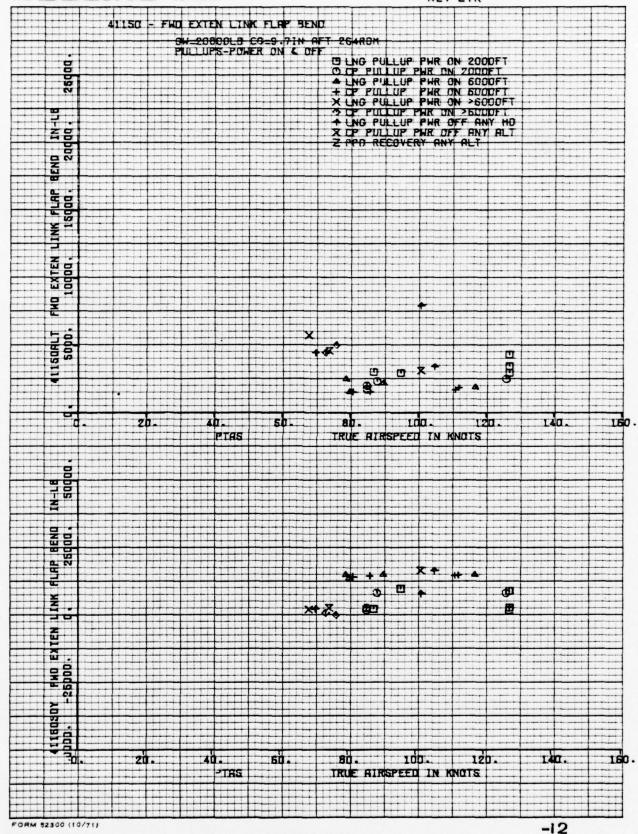
D210-11168-3

THE BOEING COMPANY REV LTR 11150 - FNO EXTEN LINK FLAP BENO 20800LB 9.7 IN AFT 248 RPM B LEVEL FLIGHT 5000 FT 900 160 . 80. Lda. TRUE AIRSPEED IN KNOTS PTRS FLAP BEND 25000. 0 0 **W** 140. 150. TRUE RINSPEED IN MNOTS PTRS FORM 52300 (10/71) -10

SHEET 126

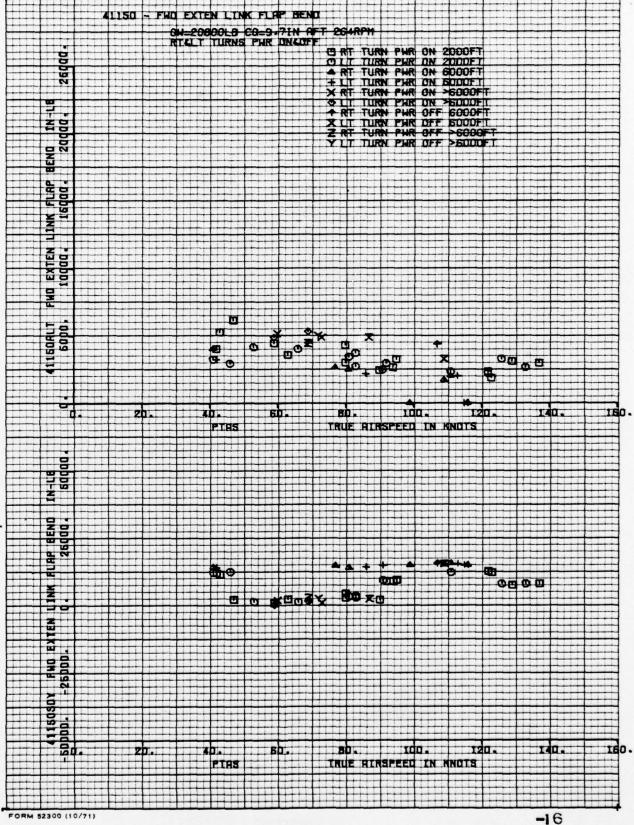
| VOLUME 2 NUMBER **REV LTR**



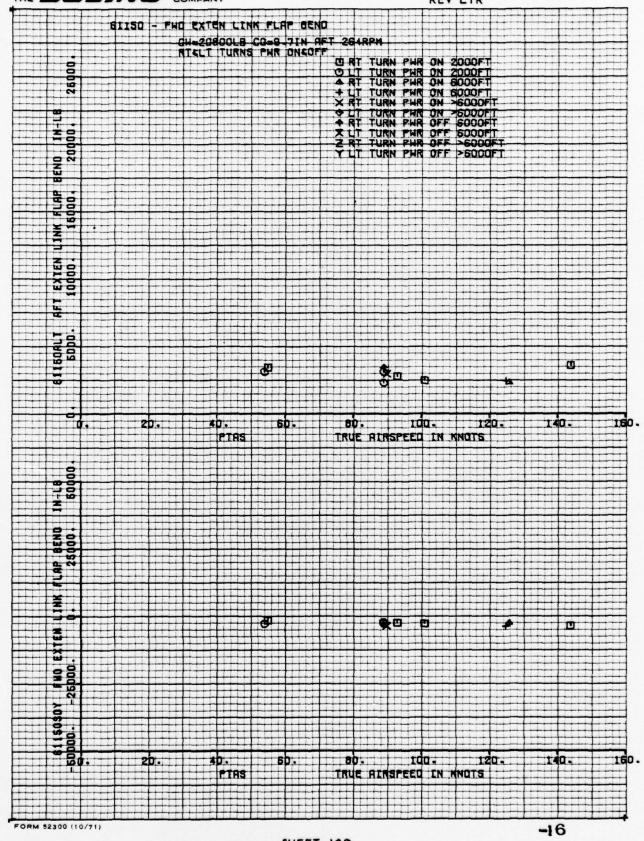


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D210-11168-3 ! VOLUME 2 NUMBER **REV LTR**



THE BUEING COMPANY



-20

NUMBER VOLUME 2

THE BOEING COMPANY

REV LTR 41150 - FHO EXTEN LINK FLAP BENO SW-20000LB CO-9.71N AFT 254RPM CONTROL REVERSALS POWER ON O LAT CONTROL REV 2000FT O LNG CONTROL REY 2000FT

DIR CONTROL REY 2000FT

LNG CONTROL REY 5000FT

UNG CONTROL REY 5000FT

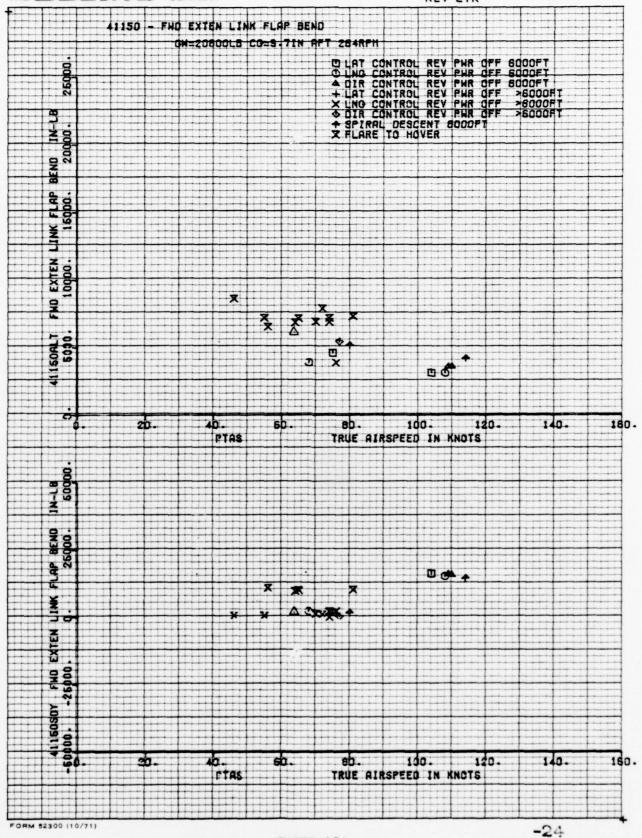
DIR CONTROL REY 5000FT

LNG CONTROL REY 5600FT

LNG CONTROL REY 5600FT

Z DIR CONTROL REY 5600FT DX ACP TRUE AIRSPEED IN KNOTS FM0 25000. TRUE AIRSPEED IN KNOTS FORM 52300 (10/71)

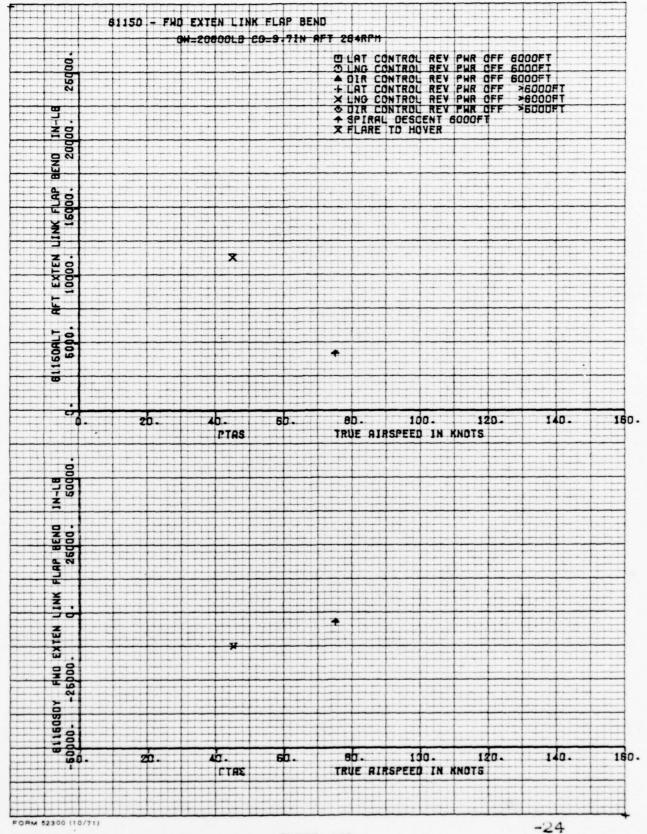
SHEET 130



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THE BOEING COMPANY

NUMBER | VOLUME 2



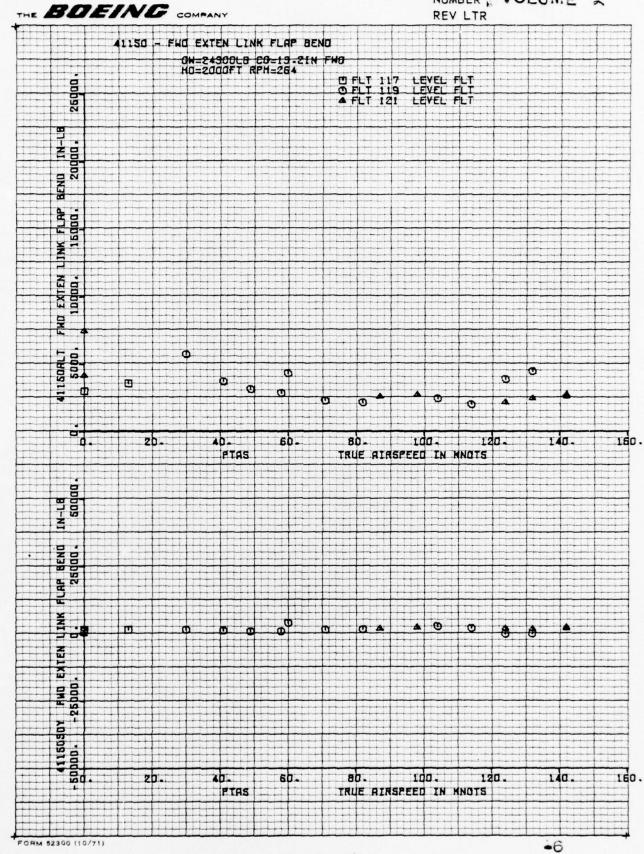
D210-11168-3 VOLUME 2

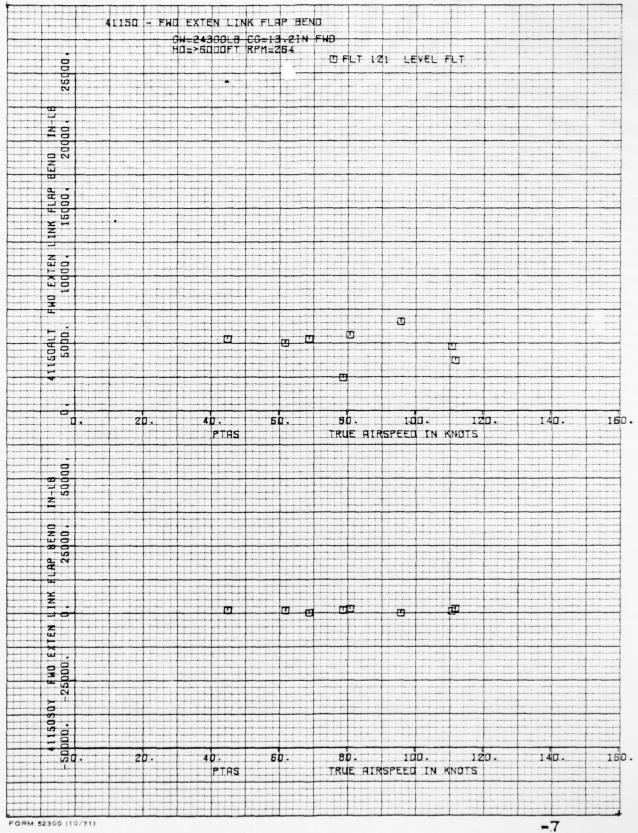
NUMBER REV LTR

THE BOEING COMPANY 11150 - PHO EXTEN LINK FLAP BEND M A/R STEADY 6000FT O A/R STEADY >5000FT A PPD 6000FT + PPD >6000FT 160. 40. 80. rou. FTRS TRUE AIRSPEED IN MOTE 80. : | : :do. TRUE AIRSPEED IN MNOTS FORM 52300 (10/71) -28

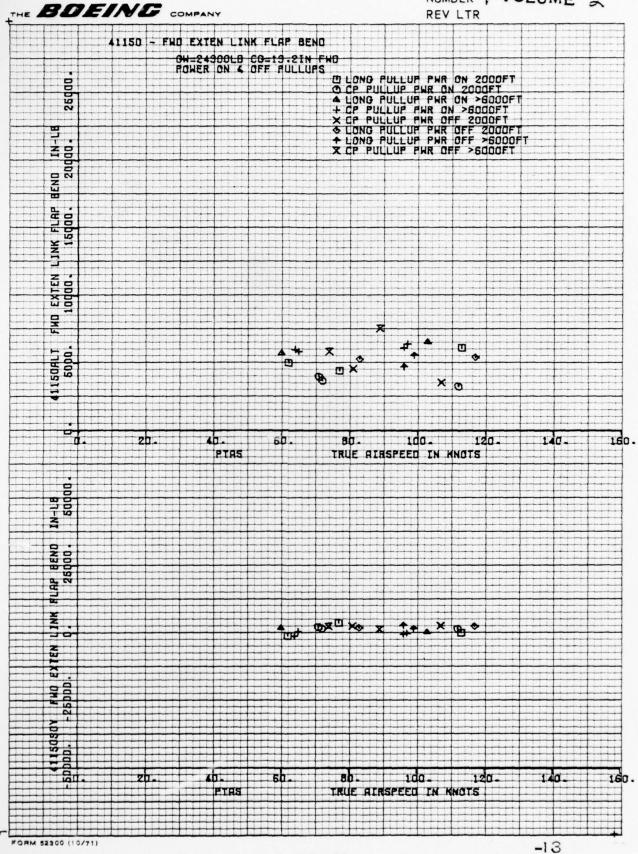
SHEET 133

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SHEET 136

D210-11168-3 NUMBER! VOLUME 2 THE BOEING COMPANY REV LTR 11150 - FWD EXTEN LINK FLAP BEND CH-24300L8 CG=13.2IN FHD TURNS POWER ON ADFF 264RPM © LT TURN PHR ON 2000FT
© RT TURN PHR ON 2000FT

ART TURN PHR ON >6000FT

+ LT TURN PHR ON >5000FT

X UT TURN PHR OFF 2000FT

RT TURN PHR OFF 2000FT

↓ LT TURN PHR OFF >6000F 26900 BEND IN-UB TURN PHR OFF 2000FT

TURN PHR OFF >6000FT

RT TURN PHR OFF >6000FT EXTEN TOGGO. 411SOALT 5000. 0 o ox 0 40. 180. Ido. PTAS TRUE RIRSPEED IN MNOTS ž XEO X Company On DOD 120. 100 . 180.

SHEET 137

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FORM 52300 (10/71)

TRUE AIRSPEED IN KNOTS

-17

NUMBER | VOLUME 2 REV LTR

THE BOEING COMPANY - FHO EXTEN LINK FLAP BEND OH=24300LB CG=13.2IN FWO
CONTROL REV. POWER ON 264RPM

O LONG CONTROL REV 2000FT

O LONG CONTROL REV 2000FT

+ LAT CONTROL REV >6000FT

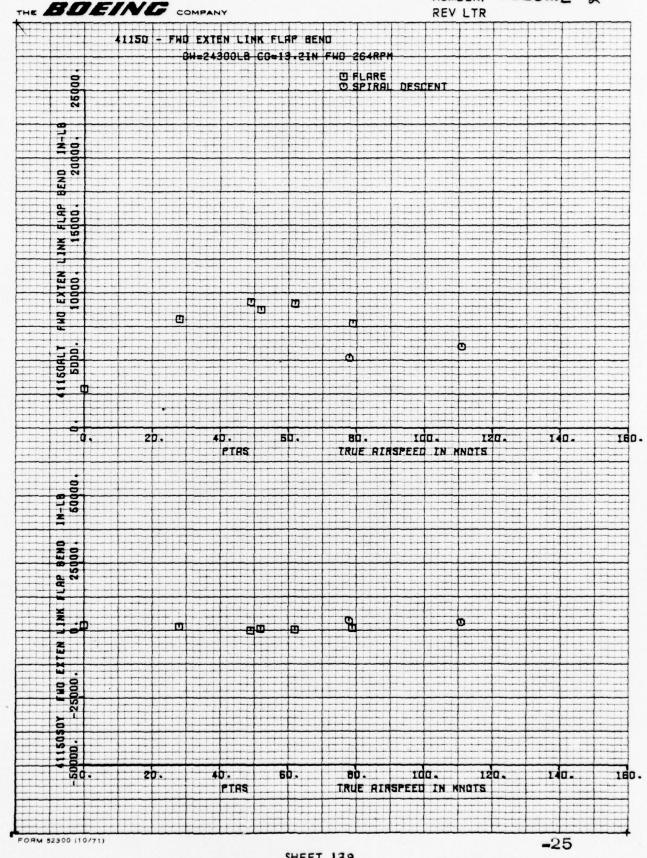
X LONG CONTROL REV >6000FT

X LONG CONTROL REV >6000FT

X LONG CONTROL REV >6000FT 26000 BEND LINK FLAP 15000. EXTEN 10000. 믓 8 80. 100. TRUE RIRSPEED IN MNOTS PTAS BENO 000 OT FWO E 160. 4D. 80. TRUE HIRSPEED IN MNOTS PTAS FORM 52300 (10/71) -21

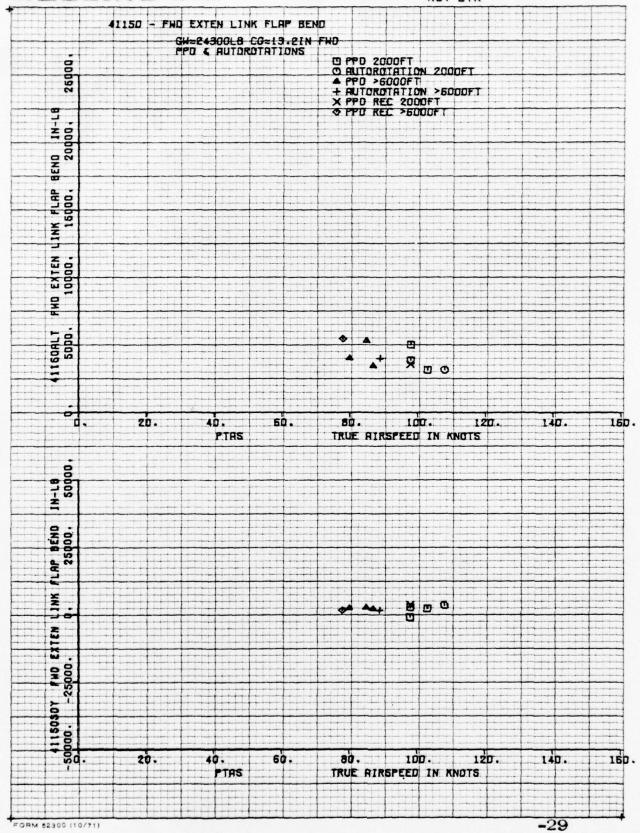
SHEET 138

D?10-111€8-3 NUMBER! VOLUME 2



NUMBER VOLUME 2

THE BOEING COMPANY



SHEET 14-0

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D210-11168-3

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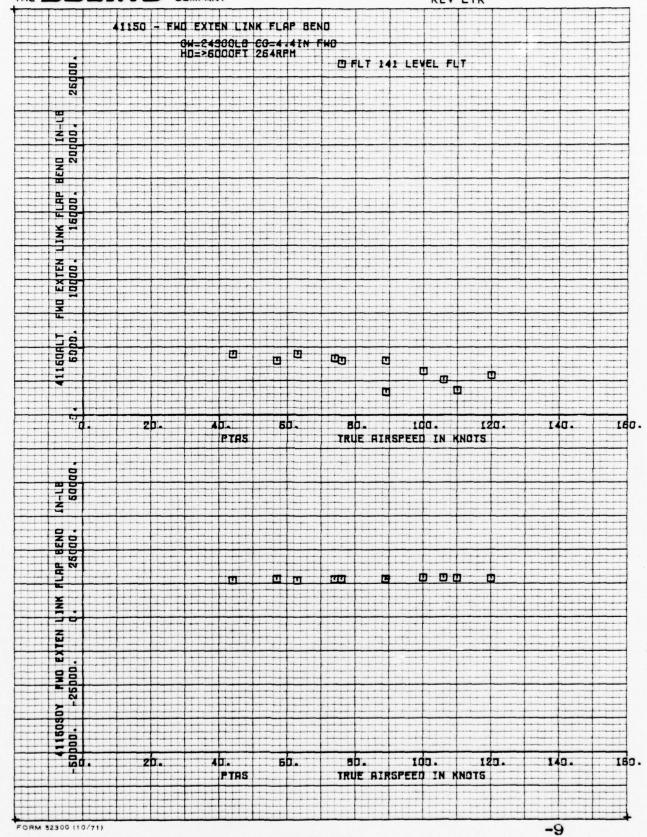
VOLUME 2 NUMBER ! THE BOEING COMPANY REV LTR 41150 - FWO EXTEN LINK FLAP BEND GN 24300L8 CG=4.4IN FWB HD=2000FT RPM=264 E FLT 140 LEVEL FLT OFLT 141 LEVEL FLT A FLT 142 LEVEL FLT BEND 1 FLAP SG00. EXT 1160ALT 5000. 140. 180-40. 80. ıda. PTRS TRUE RIRSPEED IN MNDTS -25000. rdo. 140. 160. TRUE AIRSPEED IN MNOTS PTAS

SHEET 141

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FORM 52300 (10/71)

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SHEET 142

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-14

NUMBER | VOLUME 2

THE BOEING COMPANY REV LTR - FWO EXTEN LINK FLAP BEND HEZ43000LB CO-4.4 FND 264RPH PULLUPS POWER ON & OFF © LONG PULLUP PHR ON 2000FT

O CP PULLUP PHR ON 2000FT

LONG PULLUP PHR ON >5000FT

+ CP PULLUP PHR OFF >6000FT

X LONG PULLUP PHR OFF >5000FT

O CP PULLUP PHR OFF 2000FT

X CP PULLUP PHR OFF 2000FT

X CP PULLUP PHR OFF 2000FT BEND IN-41150ALT 5000. X DO A 160. 120 80-100-TRUE HIRSPEED IN KNOTS TEN × FMD 25,000. -60000--21 100. 140. 180 -80. TRUE AIRSPEED IN KNOTS PTAS

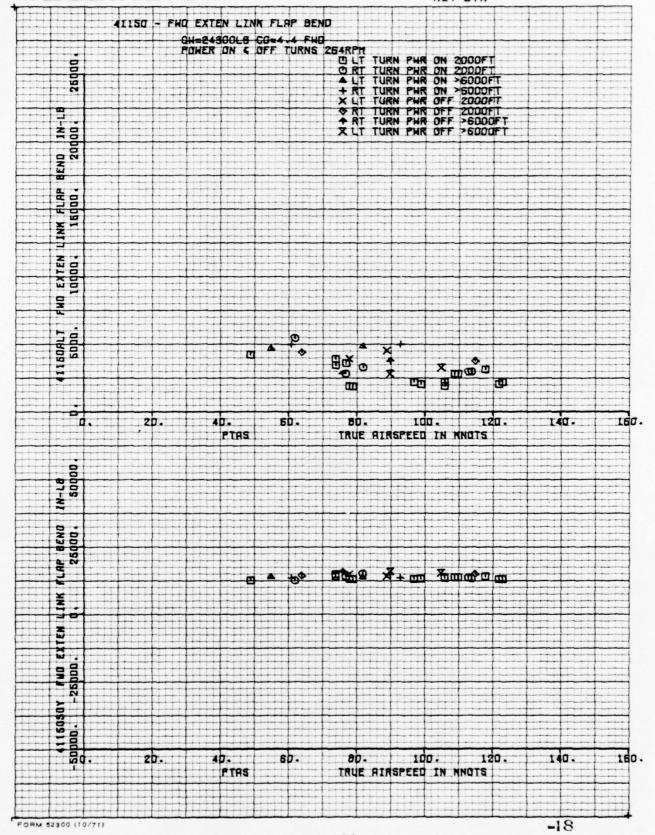
SHEET 14-3

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FORM 52300 (10/71)

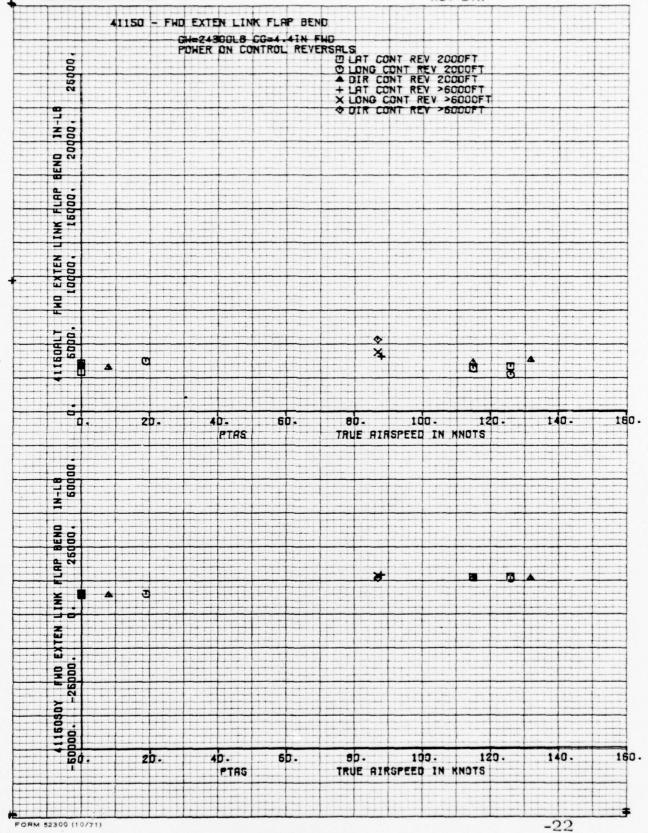
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NUMBER REV LTR



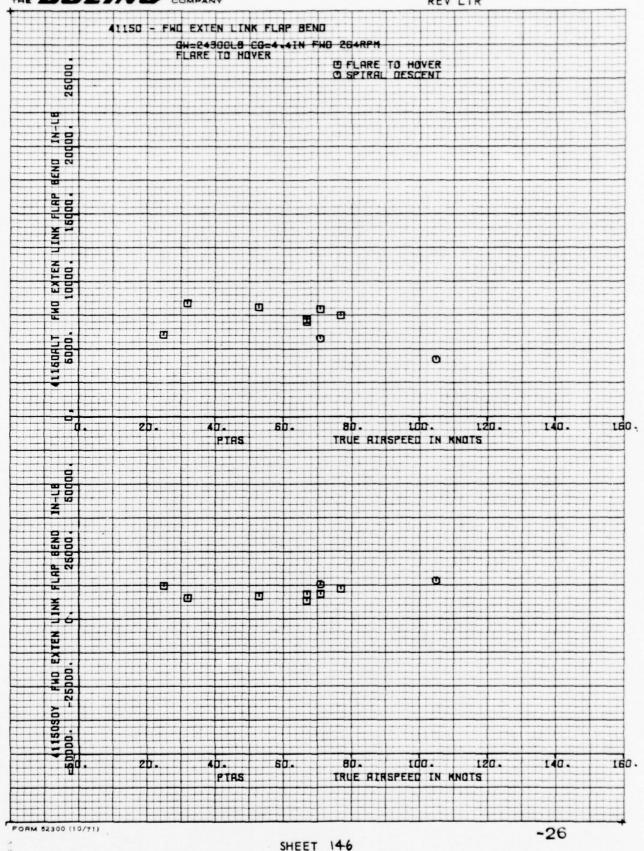
SHEET 144

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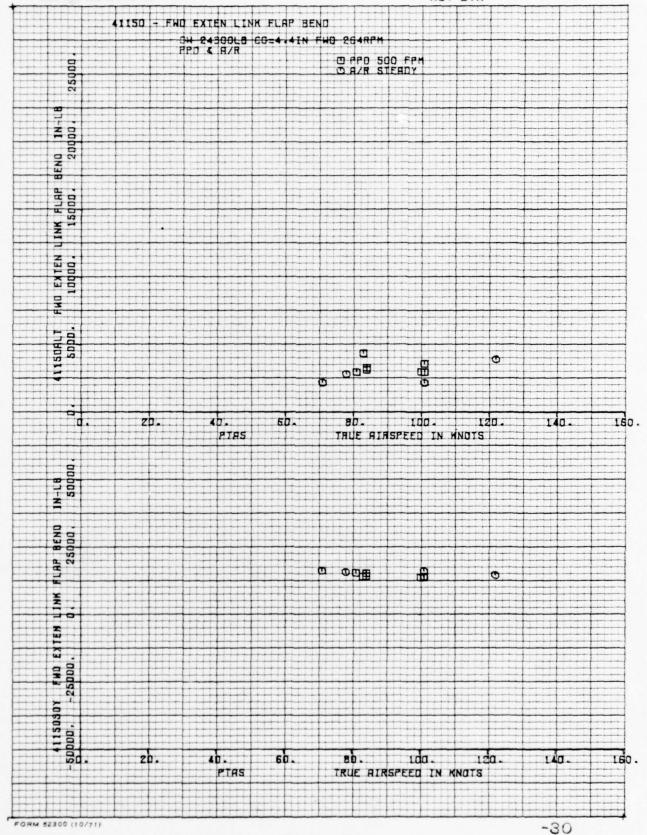
THE BOEING COMPANY

NUMBER REV LTR



NUMBER VOLUME 2
REV LTR





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THE BOEINE COMPANY 41150 - FHO EXTEN LINK FLAP BEND 24300LB.1.5IN AFT D LEVEL FLT 2000FT FLT 149 26900. BEND IN-LB 20000. 40 EXTEN LINK FLAP 10900. 15900. 0 D 面面 0 50. 80. 100. 140. 160. PTRS TRUE HIRSPEED IN KNOTS IN-LE SOGOO. FLAP 6END 25000. EXTEN 40. BD . 20. 140. BD. 100. 160. TRUE RIRSPEED IN KNOTS PTRS -35 FORM 52300 (10/71)

SHEET 148

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PREPARED BY: J. Bendo

CHECKED BY: THE BOEING COMPANY DATE:

8/28/78

NUMBER D210-11168-3 REV LTR Volume 2 MODEL NO.

4.5 Forward Blade Flap Bending Statio	on	50	
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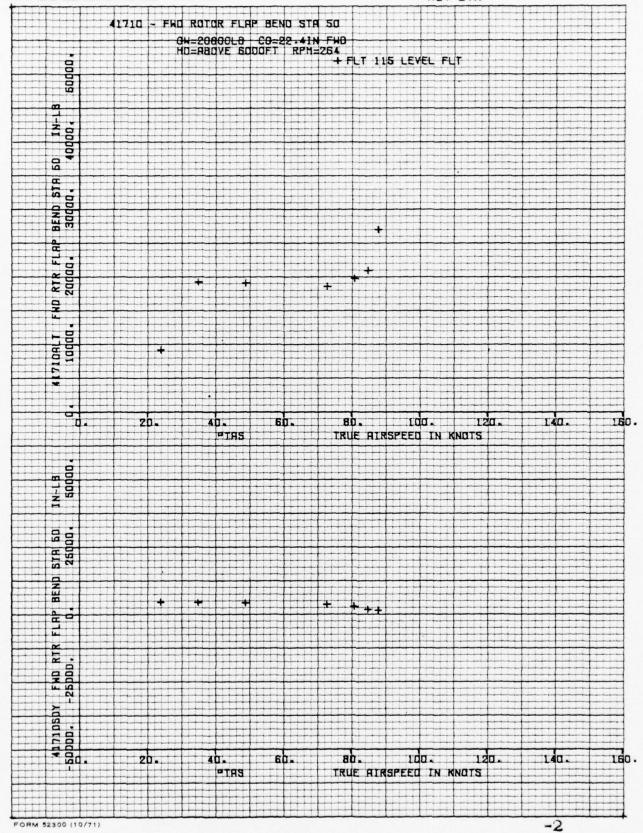
SHEET 150

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FORM 52300 (10/71)

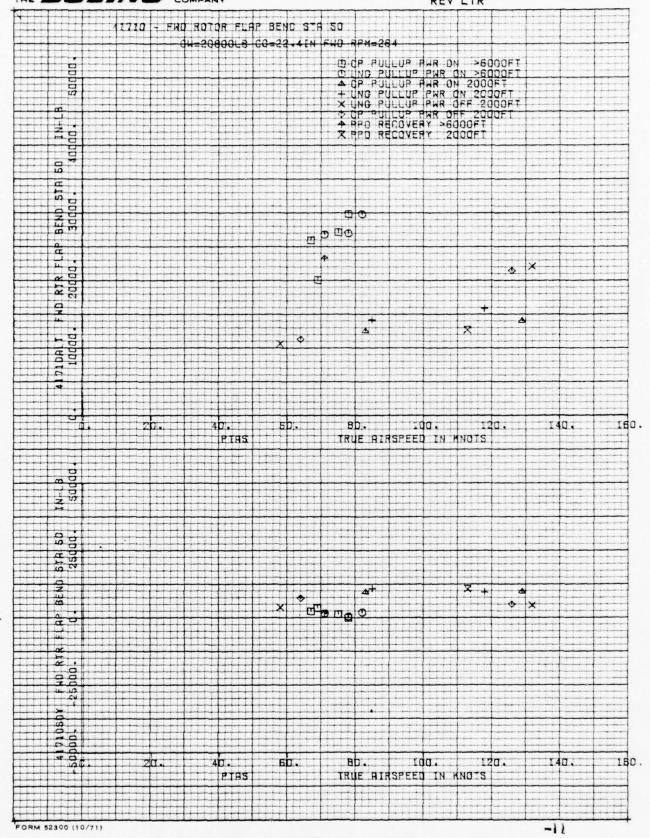
NUMBER VOLUME 2

THE BOEING COMPANY



SHEET 151

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SHEET 152

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THE BOEING COMPANY REV LTR 1710 - FWO ROTOR FLAP BENO STR 50 GH=20800L8 C0=22.4IN FHD RPH=264 CORT TURN PWR ON 2000FT
OLT TURN PWR ON 2000FT
A LT TURN PWR OFF 2000FT
+ RT TURN PWR OFF 2000FT
X RT TURN PWR ON >6000FT
OLT TURN PWR ON >6000FT
ART TURN PWR OFF >6000FT
X LT TURN PWR OFF >6000FT
X LT TURN PWR OFF >6000FT 60000 BEND STR RTR FLAP 20000. U 3 **0**0 四 O 8b. 1do. 160. TRUE RIRSPEED IN KNOTS STA 50 25000. BEND

-25000.

FORM 52300 (10/71)

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SHEET 153

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TRUE AIRSPEED IN KNOTS

160.

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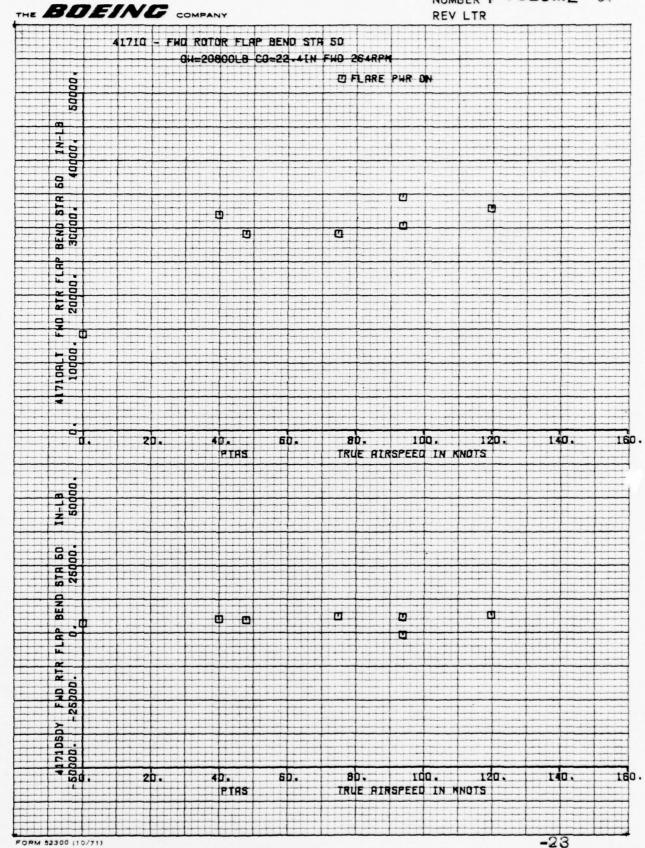
NUMBER VOLUME 2

THE BOEING COMPANY REV LTR 41710 - FUO ROTOR FLAP BEND STA 50 GW-2080OLB CG-22 -4IN FHD U LAT CONTROL REV □ LAT CONTROL REV 2000FT
□ LONG CONTROL REV 2000FT
□ LIR CONTROL REV 2000FT
□ LAT CONTROL REV 6000FT
□ LONG CONTROL REV 6000FT
□ LONG CONTROL REV 6000FT
□ LAT CONTROL REV >6000FT
□ LONG CONTROL REV >6000FT BEND BTR 30000. RTR FL 9 0 D 0 (Mar) 80. 100. 140. 160. PTAS TRUE RIRSPEED IN MNOTS IN-LB S0000. STR 50 25000. I. Ida. 80. 120. 140. 160 . THE TRUE AIRSPEED IN KNOTS

SHEET 154

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FORM 52300 (10/71)



SHEET 155

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Charles Car

NUMBER ! VOLUME 2 REV LTR

41710 - FWO ROTOR FLAP BEND STA 50 GH=20800LB CG=22-4IN FHO POWER OFF 264RPM DLAT CONTROL REV 2000FT
DLONG CONTROL REV 2000FT
DIR CONTROL REV >6000FT
LAT CONTROL REV >6000FT
X LONG CONTROL REV >6000FT
Z DIR CONTROL REV >6000FT 60g00 60 O 80. ADA 140. 160. PTAS TRUE AIRSPEED IN MNOTS STR 50. BEND 8 4171050Y -50000. 140. 40. Bb. 100. IEO. PTAS TRUE RIRSPEED IN MNOTS FORM 52300 (10/71) -23

THE BOEING COMPANY

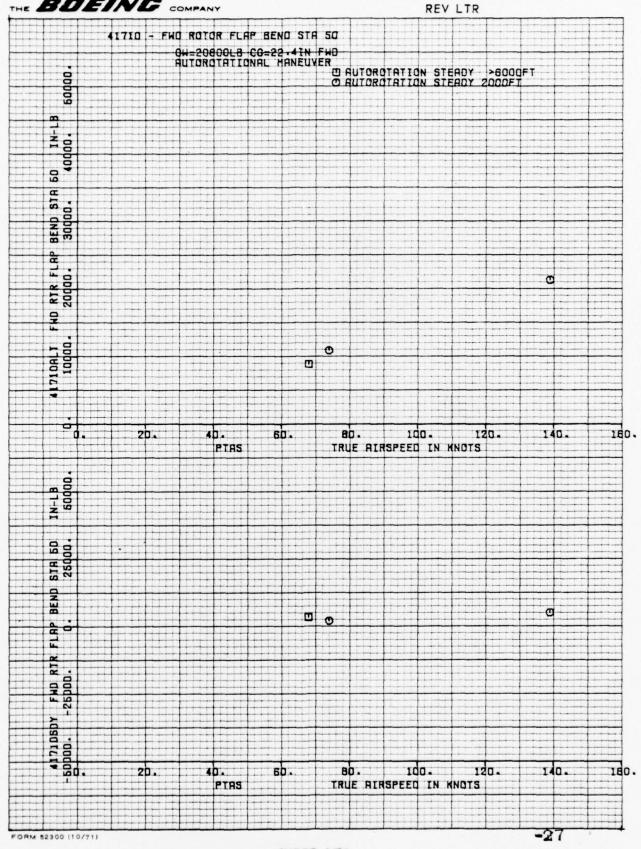
-27

SHEET 157

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FORM 52300 (10/71)

THE BOEING COMPANY



NUMBER & VOLUME 2

THE BOEING COMPANY REV LTR 1710 - FWO ROTOR FLAP BEND STA 50 6H=20800L8 CG=9.7IN AFT HD=2000FT RPM=264 D FLT 126 LEVEL FLT O FLT 128 LEVEL FUT A FLT 136 LEVEL FUT + FLT 138 LEVEL FUT × FLT 151 LEVEL FUT À FLT 186 LEVEL FUIGHT → FLT 177 LEVEL FUT X FLT 122 LEVEL FUT Z FLT 124 LEVEL FUT TN O 50 400 BEND STR 30000. O RTR FLAP 9 X X X X 14 1710ALT 10909 Z D AT OL 140. 160 -40 . 80. 100. 120. PTAS TRUE AIRSPEED IN KNOTS 20 STB 250 BEND TO OH A HONOX ON THE TO THE IL. -50000. 80. 100. 140. 160-PTAS TRUE AIRSPEED IN KNOTS FORM 52300 (10/71) -3

SHEET 159

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SHEET 160

TRUE HIRSPEED IN KNOTS

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FORM 52300 (10/71)

THE BOEING COMPANY REV LTR 41710 - END ROTOR FLAP BEND STA 50 0W=20000L8 C0=9.71N ACT HD=>600DFT RPM=264 DALT 124 LEVEL FLT **6**0000. BEND STR RTR FLAP B 0 4 7 1 DA 1 T 8b. 11da. 40. 150. PIAS TRUE RINSPEED IN MNOTS 200 FLAP BEND 878 FWD R 417105DY -500000. PTAS TRUE AIRSPEED IN MNOTS FORM 52300 (10/71) -5

SHEET 161

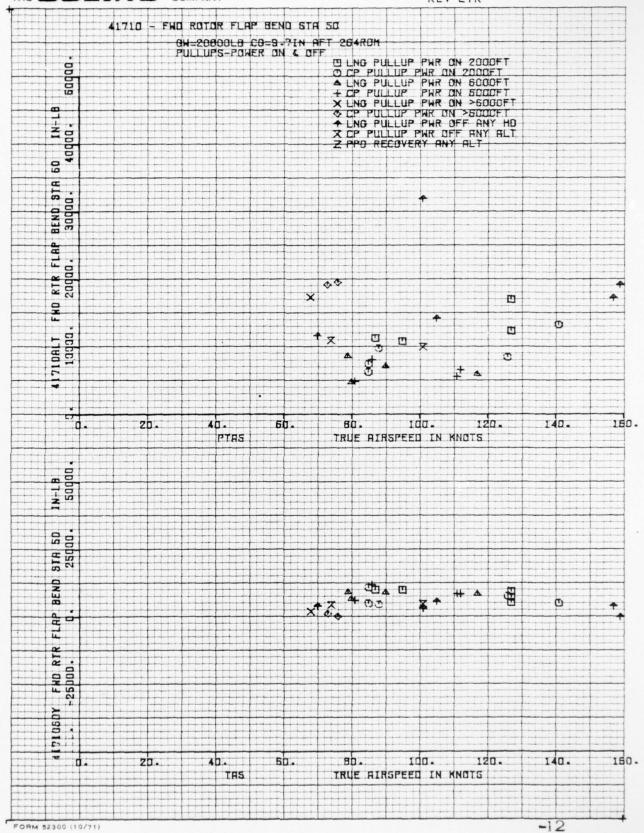
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VOLUME 2 NUMBER REV LTR

THE BOEING COMPANY 41710 - FHO ROTOR FLAP BEND STA 50 20000LB 9.7IN AFT 248 RPM O LEVEL FLIGHT 6000 FT 50000 40000. RTR FLAP BEND STA 20000. 30000. O 40. 80. 10a. 160 . PTHS TRUE RIRSPEED IN KNOTS SOCOO. STR 50. FLA × 2 40. rda. 150. FTHS TRUE AIRSPEED IN KNOTS FORM 52300 (10/71) -10

SHEET 162

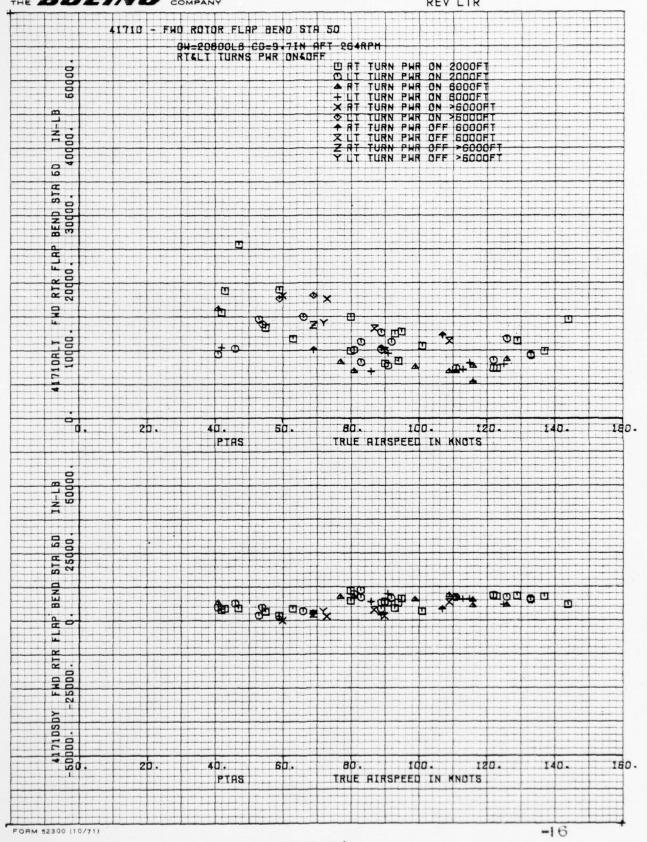


SHEET 163

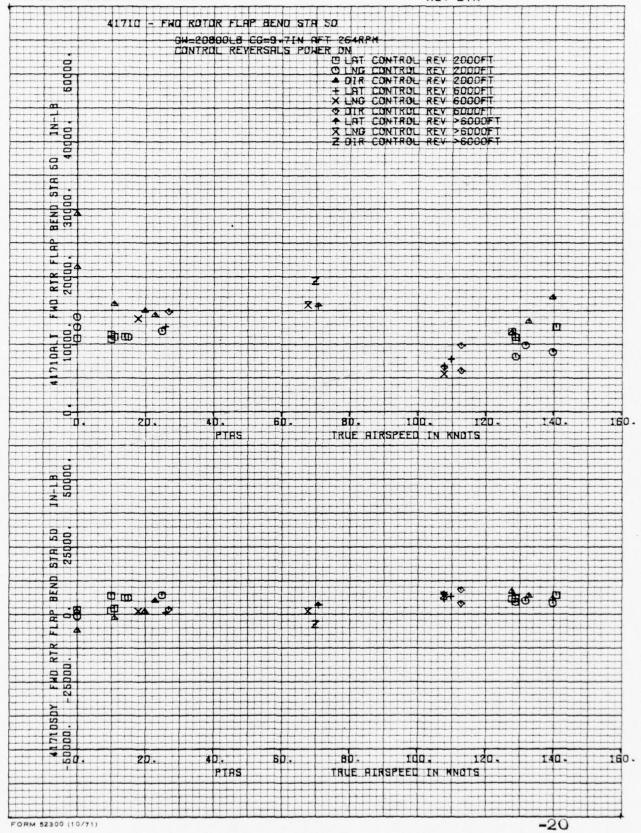
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NUMBER VOLUME 2

THE BOEING COMPANY



SHEET 164

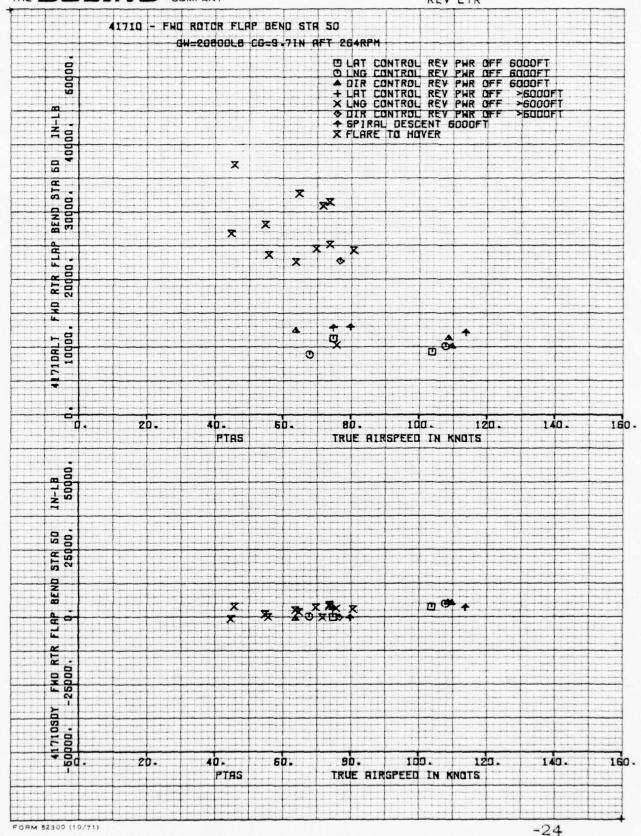


SHEET 165

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NUMBER VOLUME 2 REV LTR

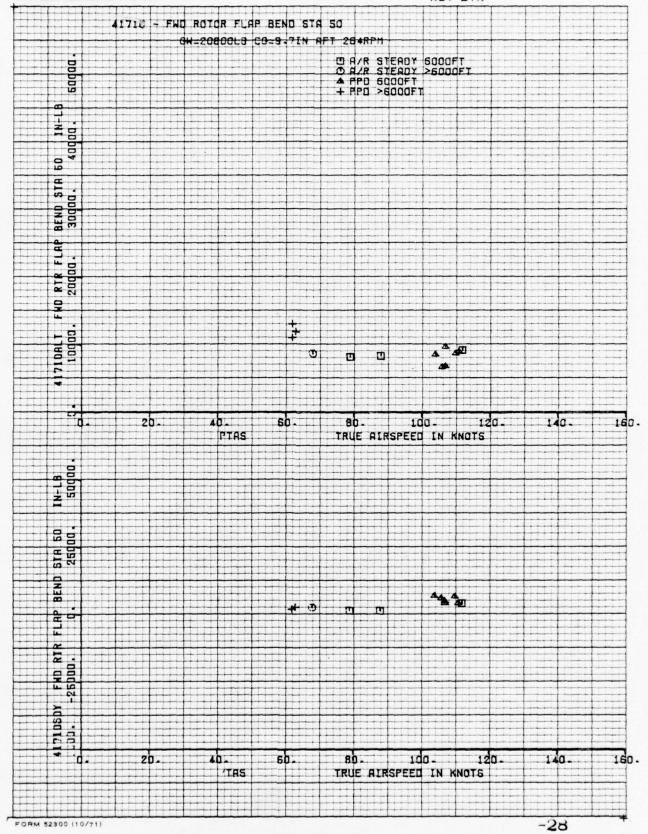
THE BOEING COMPANY



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D210-11168-3

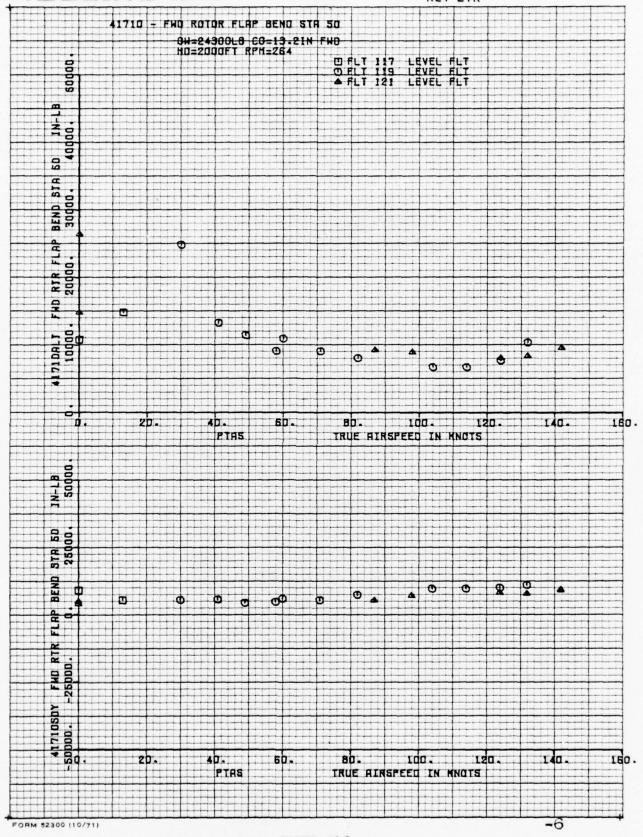
NUMBER WOLUME 2 REV LTR



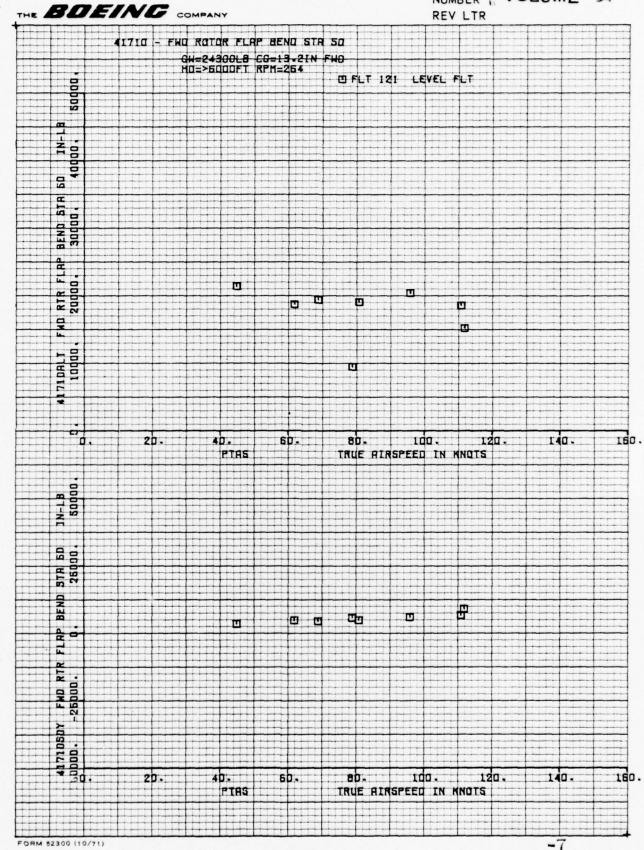
THE BOEINE COMPANY

SHEET 167

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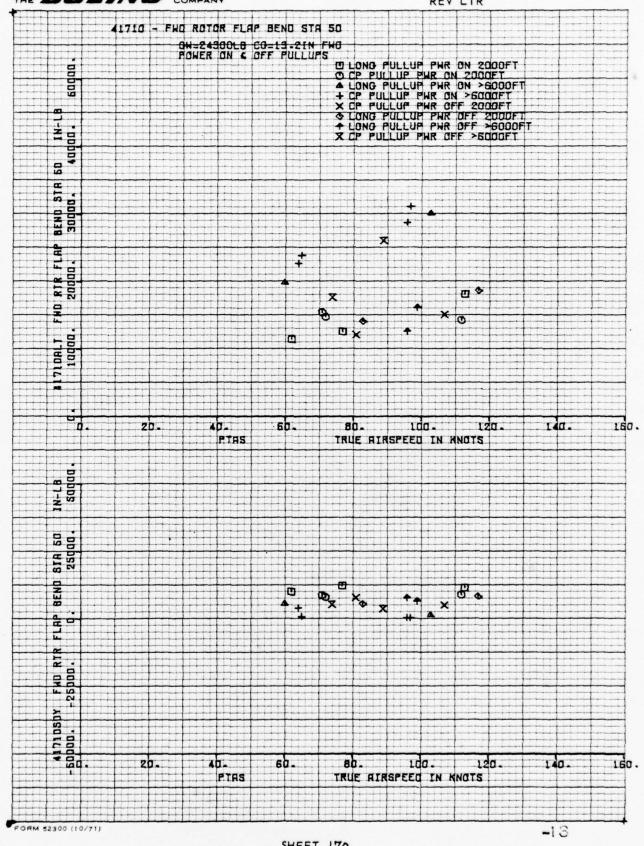


SHEET 168

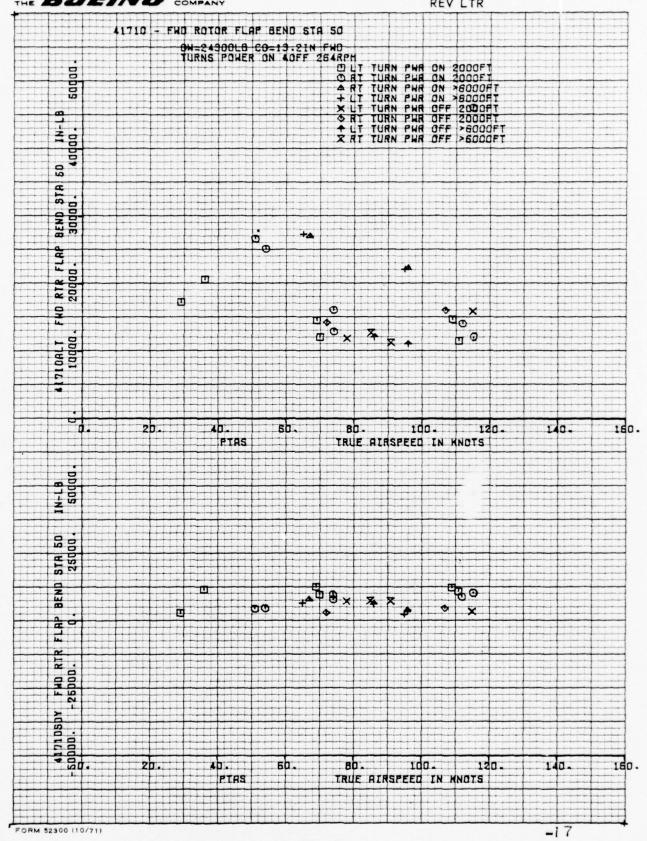


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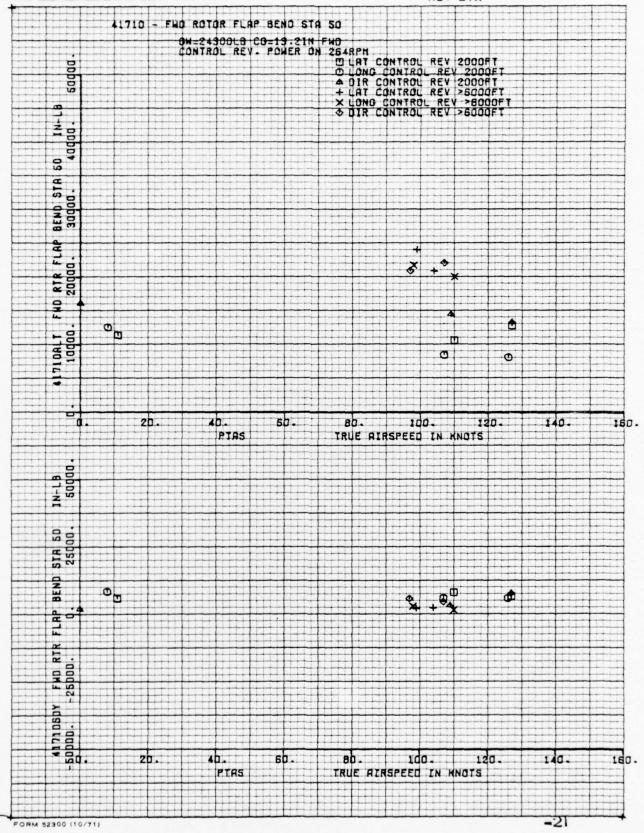


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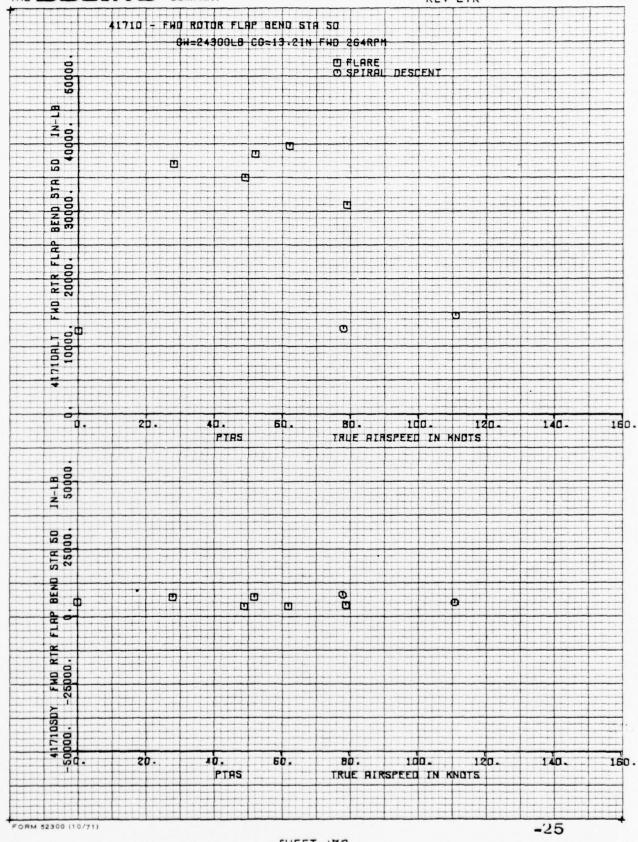


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THE BOEING COMPANY



SHEET 172



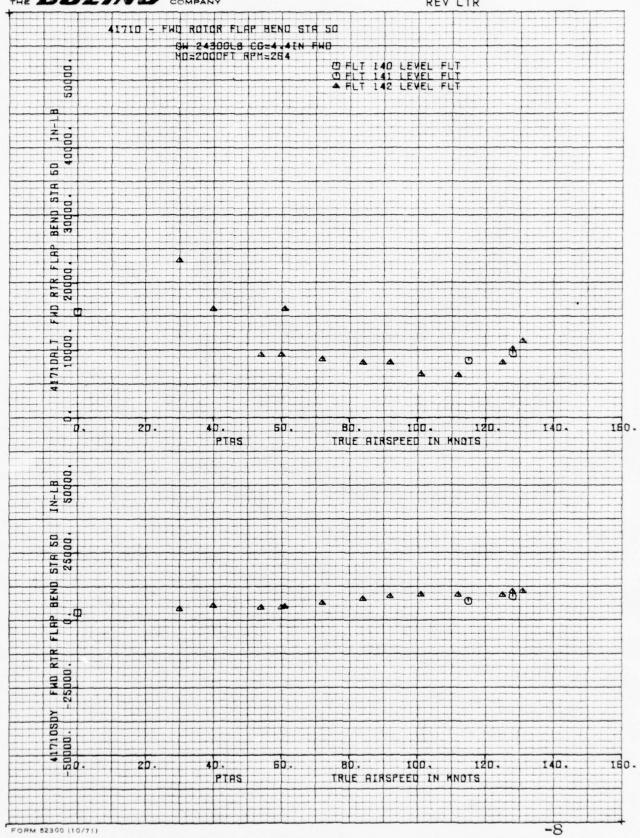
SHEET 173

NUMBER VOLUME 2

THE BOEING COMPANY

- FWO ROTOR FLAP BEND STA 50 CH-24300LB CO-13.21N FWO U PPD 2000FT
O SUTOROTATION 2000FT
A PPD >6000FT 50000 + AUTOROTATION > 6000FT X PPD REC 2000FT 60 1N-LB 20 T. BEND STE 30000. F. F. RIR F 10000. 0 40. 160 . 80. 1da-PTAS TRUE RIRSPEED IN MNOTS soooo. IN-LB 578 5D 25000. BEND 0 0 RTR 4171050X 8ò. Ida. 140. 160. PTAS TRUE HIRSPEED IN KNOTS FORM 52300 (10/71) -29

SHEET 174



SHEET 175

The sea of the state of the state of the season of the sea

NUMBER THE BOEING COMPANY REV LTR 41710 - FWO ROTOR FLAP BEND STA 50 9H=24300LB CG=4-4IN FWD HD=>6QDDFT 264RPM E FLT 141 LEVEL FLT 60000 RTR FLAP 20000. 0 0 凹 4171DALT FW D 160. 80. 100-140. PTAS TRUE BIRSPEED IN KNOTS 1N-LB 50000 STR 50 25000. BEND 0 00 100-140-80. 150.

SHEET 176

TRUE HIRSPEED IN KNOTS

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FORM 52300 (10/71)

NUMBER VOLUME 2 REV LTR

THE BUEING COMPANY 41710 - FWO ROTOR FLAP BEND STA 50 CH=243000L8 CG=4.4 FWD 254RPM PULLUPS POWER ON & OFF U LONG PULLUF PHR ON 2000FT

O OP PULLUP PHR ON 2000FT

LONG PULLUF PHR ON >6000FT

+ CP PULLUP PHR ON>6000FT

X LONG PULLUP PHR OFF >5000FT

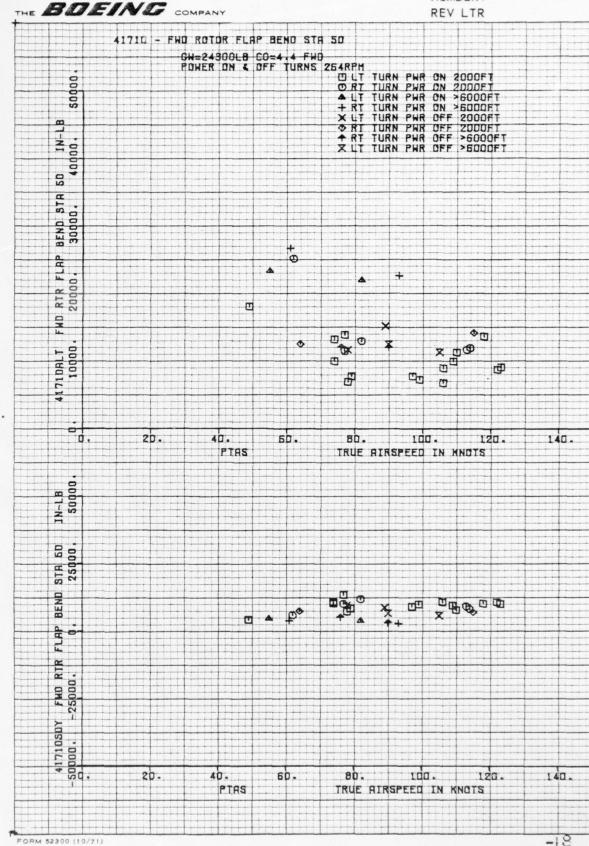
O OP PULLUP PHR OFF >5000FT

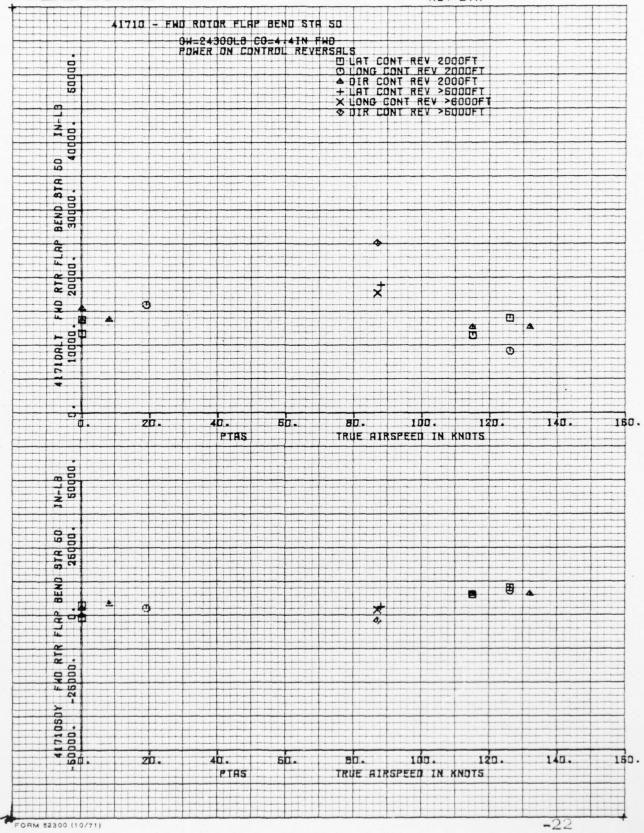
LONG PULLUP PHR OFF 2000FT

X CP PULLUP PHR OFF 2000FT 60000 5D IN-L 40000. BEND STR 30000. RTR FLAP B 20000. 4 X. 2 100 41710ALT 10000. 0 40. 140. 160-20. 80. PTRS TRUE RIRSPEED IN MOTS IN-LB 60000 000 25Q BEND Ф Х RT Y FWD R 41710SDY Ida. 140 -180. TRUE RIRSPEED IN KNOTS PTAS FORM 52300 (10/71) -14

SHEET 177

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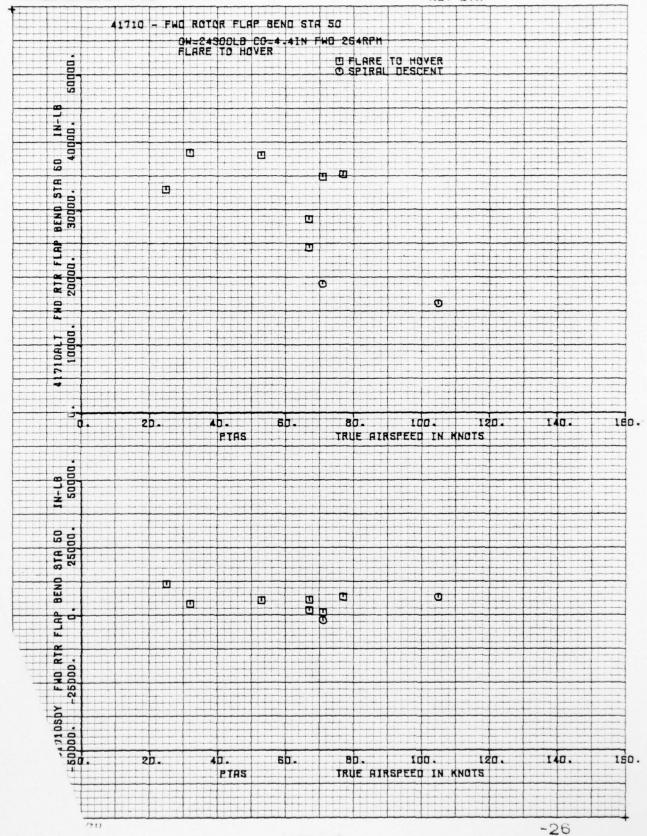




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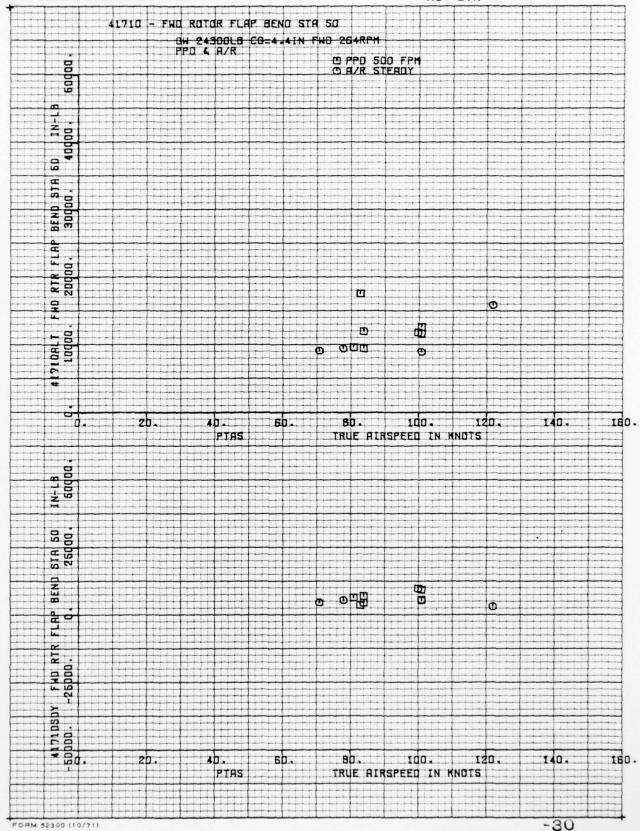
NUMBER VOLUME 2
REV LTR

THE BOEING COMPANY



NUMBER VOLUME 2
REV LTR

THE BOEING COMPANY

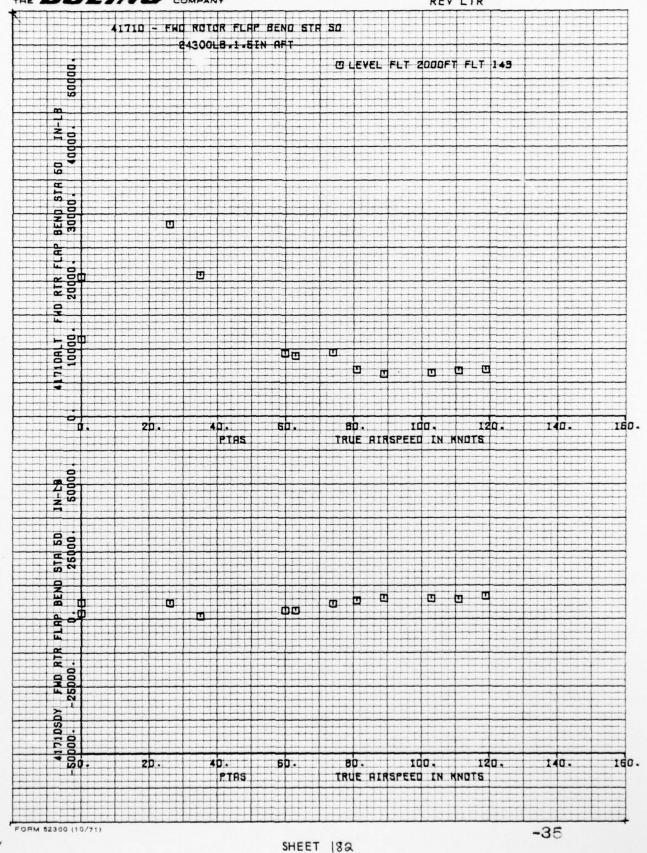


SHEET 181

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D210-11168-3
NUMBER VOLUME 2
REV LTR





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PREPARED BY: J. Bendo CHECKED BY:

NUMBER D210-11168-3 REV LTR Volume 2

MODEL NO.

THE BUEING COMPANY DATE:

8/28/78

4.6 Forward Blade Flap Bending Station 88.

The world of the second of the

D210-11168-3 VOLUME 2 NUMBER THE BOEING COMPANY REV LTR 11720 - FHO RTR FLAP BEND STA 88 CH-2000CH CG-22-4IN FHD OFLT 114 LVL + FLT 115 LVL FLT

O FLT 161 LVL FLT

4 FLT 162 LVL FLT BEND S **^**D+© 0 C 80. 100. 120. 140. 160. PTAS TRUE RIRSPEED IN MNOTS 1N-U8 60000 26

SHEET 184

40.

PTAS

The world will be the second of the second o

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100.

TRUE AIRSPEED IN MNOTE

© © © *©+©⊙-3 **®** 492∧

160.

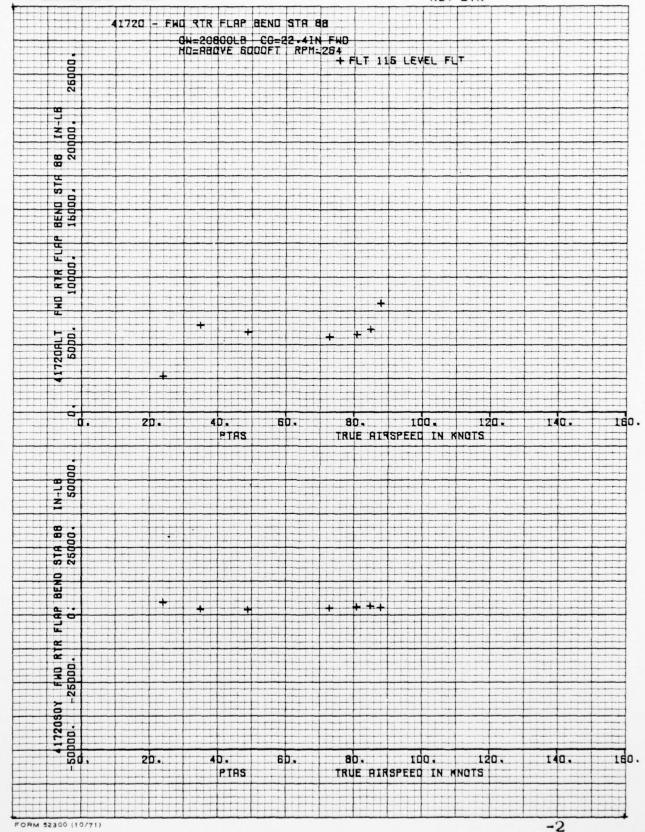
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FORM 52300 (10/71)

THE BOEING COMPANY

NUMBER VOLUME 2 REV LTR



SHEET 185

NUMBER VOLUME 2

THE BOEING COMPANY

REV LTR 1720 - FWO RTR FLAP BEND STA 88 0H=20000LB CG=22.4IN FHD RPH=264 © CP PULLUP PHR ON >6000FT

© UNG PULLUP PHR ON >6000FT

+ UNG PULLUP PHR ON 2000FT

+ UNG PULLUP PHR ON 2000FT

> UNG PULLUP PHR OFF 2000FT

> CP PUULUP PHR OFF 2000FT

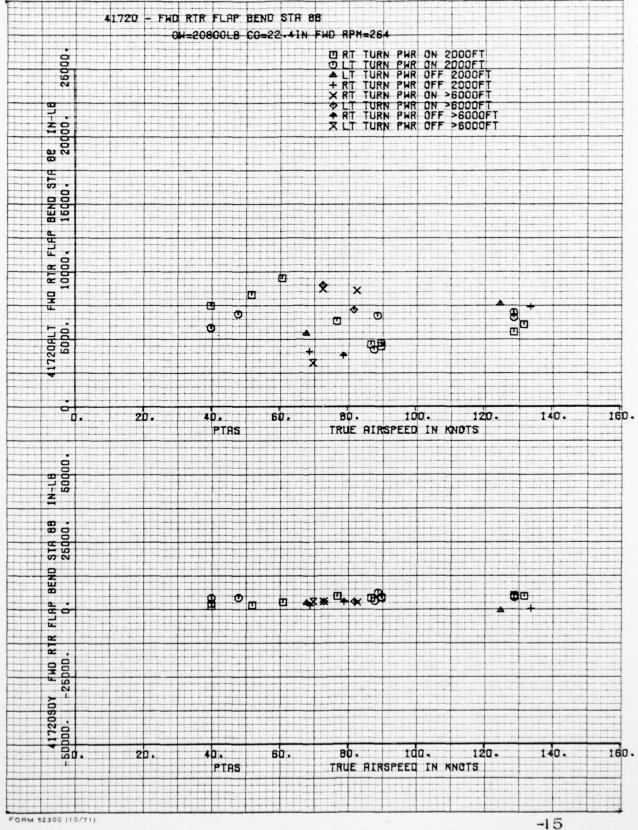
↑ PPO RECOVERY >6000FT

X PPO RECOVERY 2000FT BEND STR LOGOO. m® 40. 8D. 100. 120. 150. TRUE ATRSPEED IN KNOTS 25000. **♦₫₽७ ₫₫ ₫**₩ 7 FW0 -25000. 180 . 100. 120. PTAS TRUE AIRSPEED IN KNOTS FORM 52300 (10/71) -11

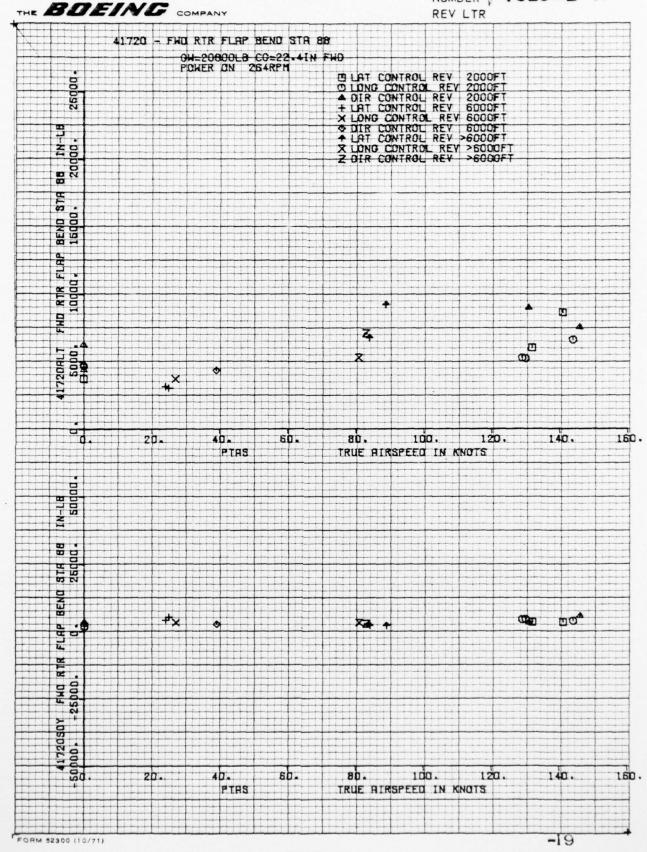
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THE BOEING COMPANY

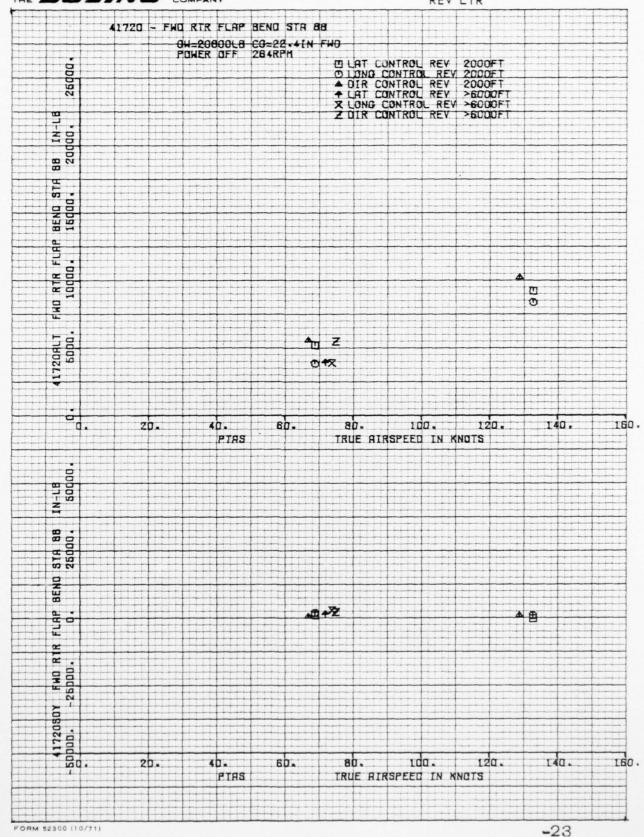
NUMBER REV LTR



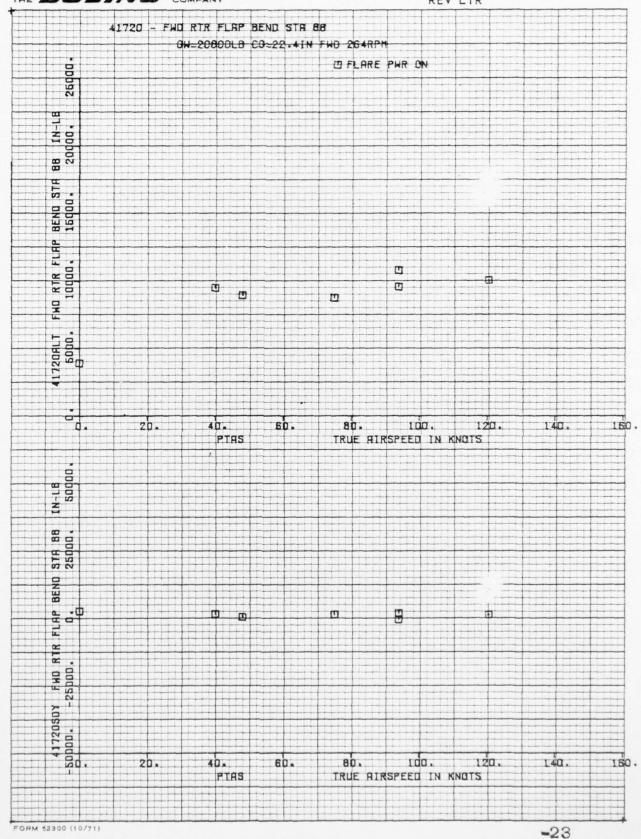
NUMBER FVOLUME 2



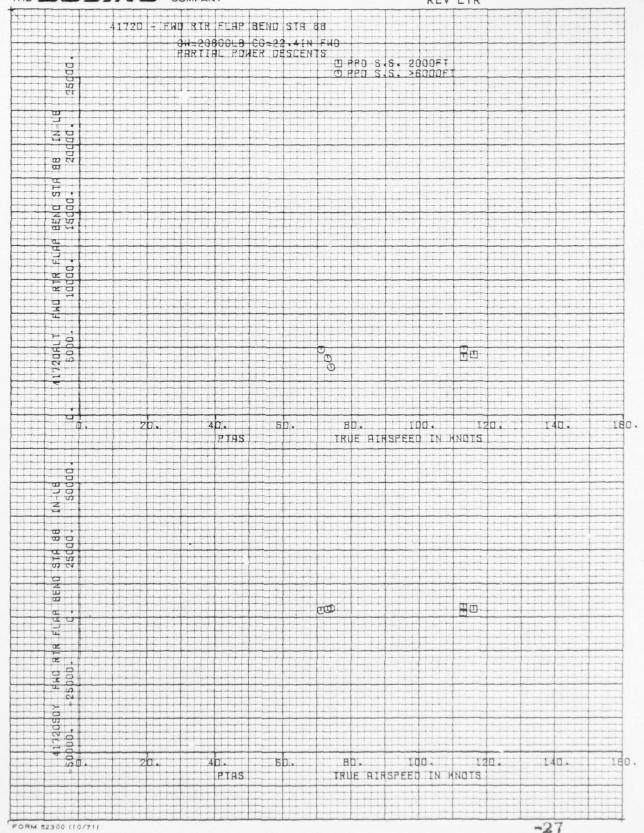
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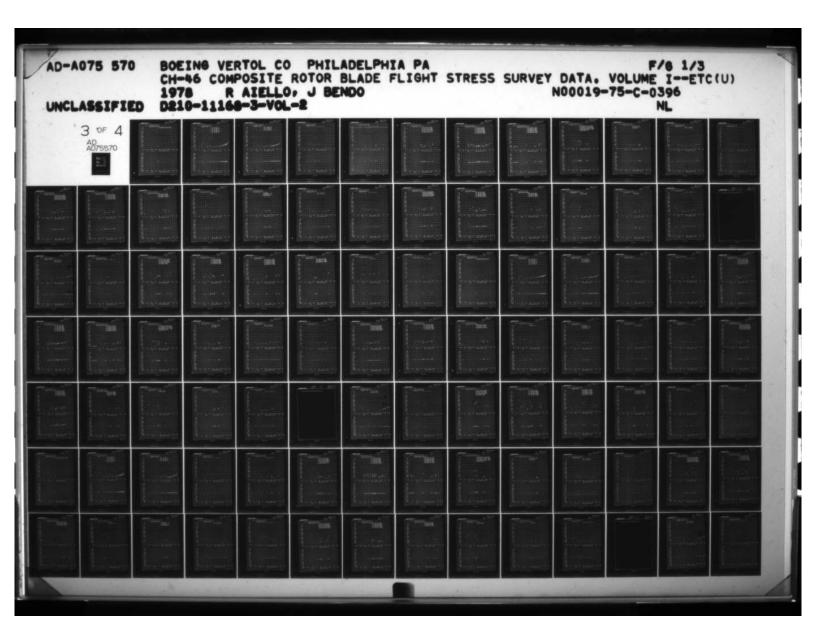


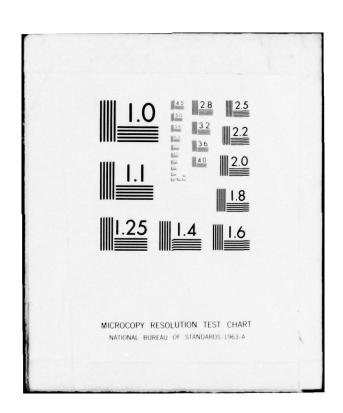




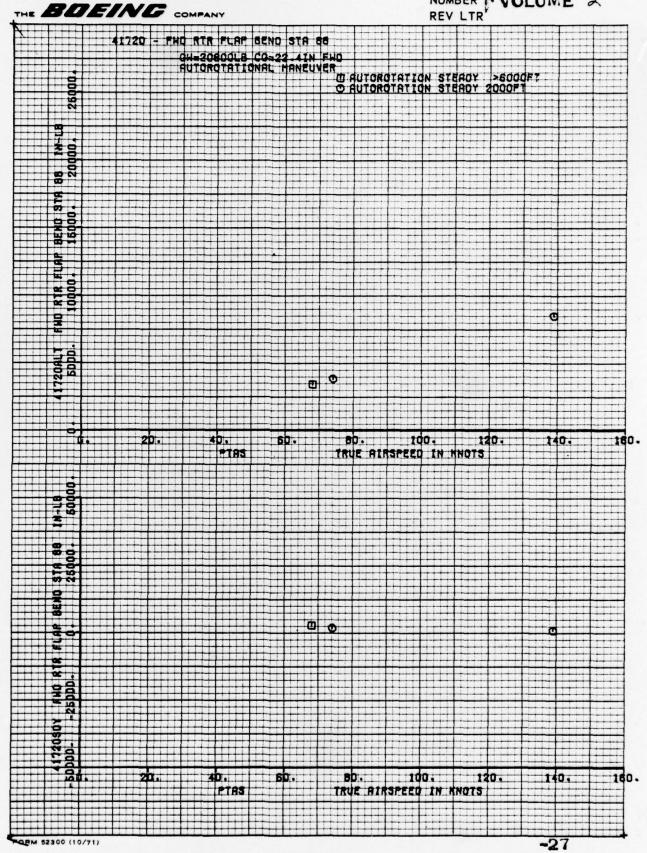
THE BOEING COMPANY



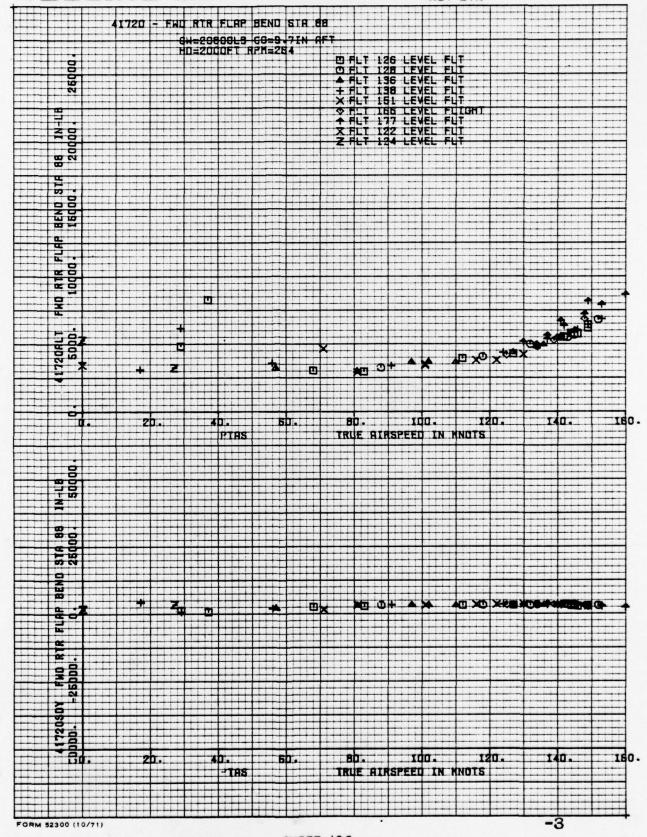




D210-11168-3 NUMBER FVOLUME & REV LTR

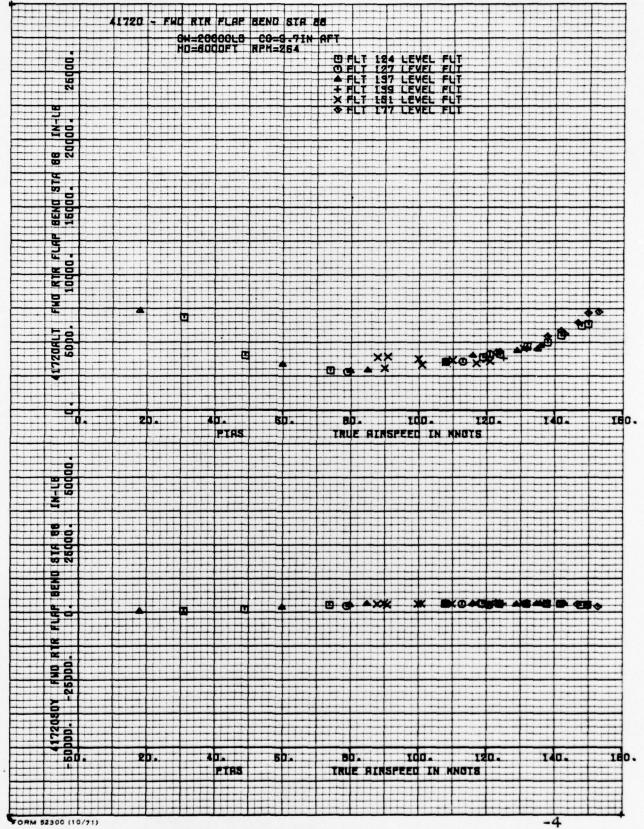


SHEET 192



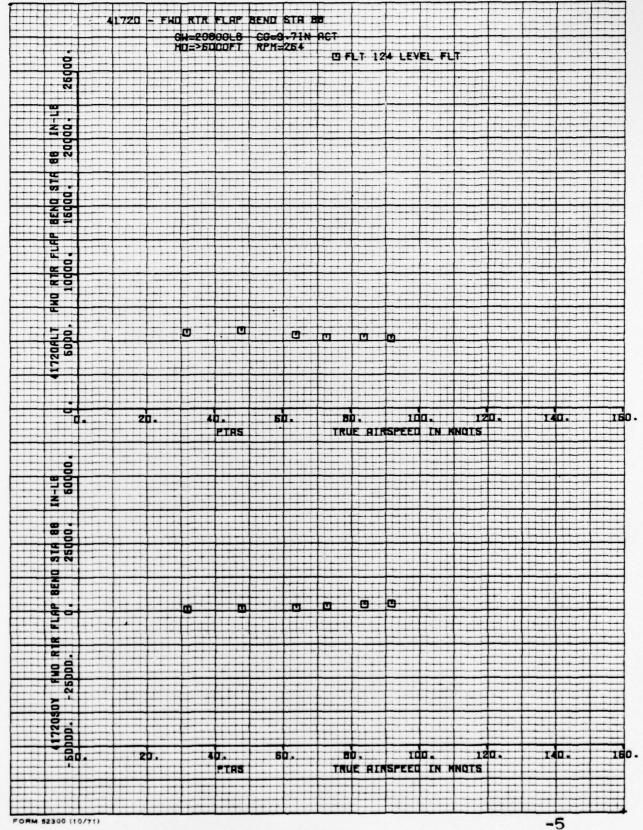
SHEET 193

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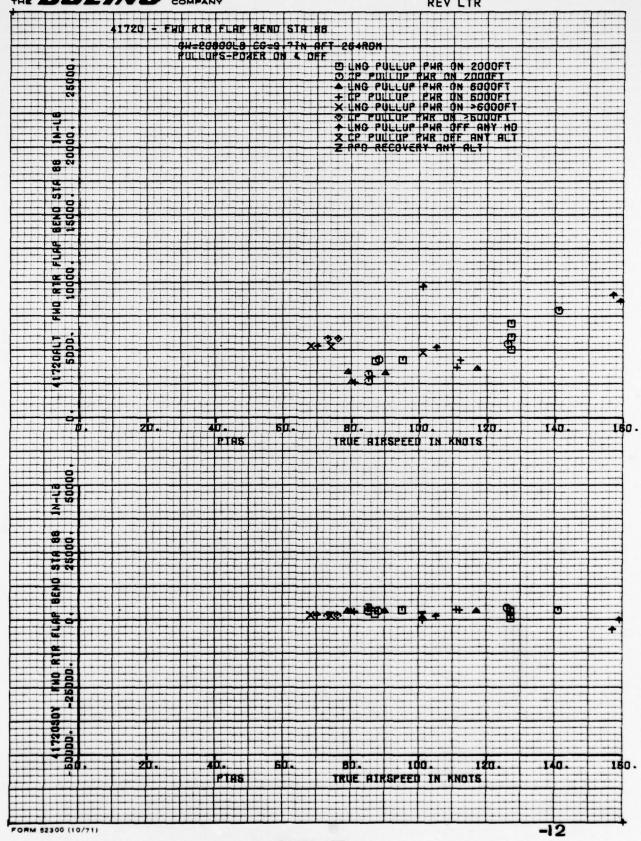
SHEET 195

NUMBER

THE BOEING COMPANY

REV LTR 1720 - FWO RTR FLAP BEND STA 88 2000CLO 9.7IN AFT 240 RPM D LEVEL FLIGHT 6000 FT (2) 0 IED . TRUE BIRSPEED IN KNOTS M H 160 . TRUE HIRSPEED IN KNOTS -10

SHEET 196



the property of the second of

D210-11168-3

THE BOEING COMPANY REV LTR 1720 - FHO RTR FLAP BEND STR 88 GH-2000CLO CO-9-7EN AFT 204RPM CONTINUENT ON 2000FT
COLLY TURN PHR ON 2000FT
AT TURN PHR ON 6000FT
TURN PHR ON 6000FT
X AT TURN PHR ON 8000FT
COLLY TURN PHR ON 8000FT
TURN PHR ON 8000FT
X LT TURN PHR OFF 6000FT
X LT TURN PHR OFF 5000FT
Y LT TURN PHR OFF 5000FT
Y LT TURN PHR OFF >6000FT 25000 88 200 BEND STA 16900. 140. 180. PIRS TRUE HINSPEED IN MNOTS IBO. FTAS TRUE ALRSPEED IN KNOTE FORM \$2300 (10/71) -16

SHEET 198

The property of the second sec

THE BOEING COMPANY REV LTR 41720 - FHO RTR FLAP BEND STA BB SH-20000LO CO-9.7IN AFT 264RPM G LAT CONTROL REV 2000F 26900 ◆ DIR CONTROL REY 2000FT

+ LHT CONTROL REY SODOFT

× LNO CONTROL REY SODOFT

• DIR CONTROL REY SODOFT

• DIR CONTROL REY SODOFT

X LNG CONTROL REY SODOFT

X LNG CONTROL REY >6000FT

Z OIR CONTROL REY >6000FT S 4 TRUE AIRSPEED IN KNOTS PTAS TRUE AIRSPEED IN MNOTS FORM 52300 (10/71) -20

NUMBER ! VOLUME A

THE BOEING COMPANY

41720 - FWO RTR FLAP BEND STA 88 GH=20800LB CO=9.71N AFT 264RPM U LAT CONTROL REV PHR OFF 5000FT
O ING CONTROL REV PHR OFF 5000FT

A DIR CONTROL REV PHR OFF 5000FT
+ LAT CONTROL REV PHR OFF 5000FT
X LNG CONTROL REV PHR OFF 56000F

O DIR CONTROL REV PHR OFF 56000F

A SPIRAL DESCENT 5000FT

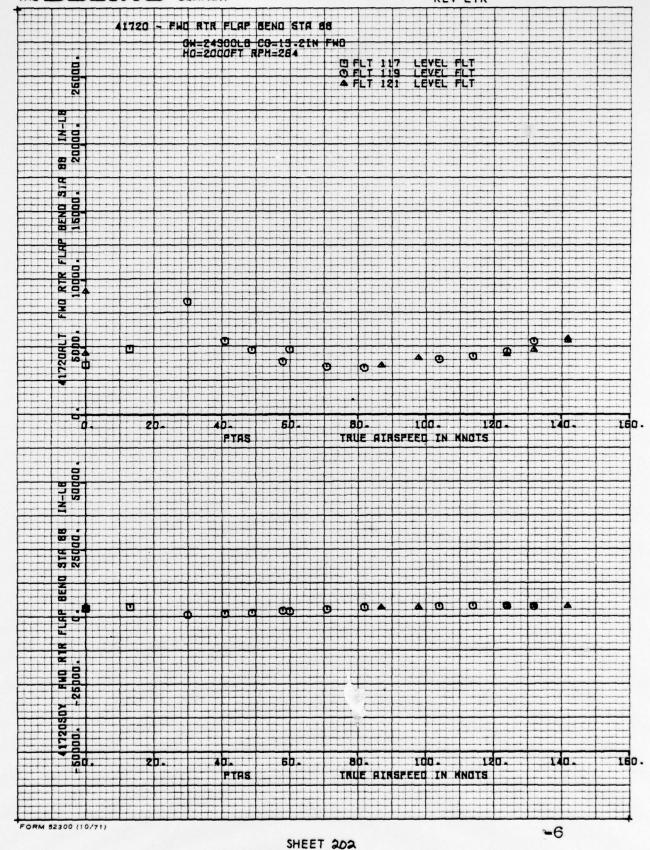
X FLARE TO HOVER >6000FT >6000FT >5000FT 200 STA F. F. X LOGOO. X X 1720ALT 5000. U 3 AS 100. 160 -TRUE AIRSPEED IN KNOTS PIAS N-L8 60000 8 8 BENO III (B Œ 2 F140 140. 180. 80. 130. TRUE AIRSPEED IN KNOTS PTES ORM 52300 (10/71) -24

SHEET 200

NUMBER VOLUME 2 REV LTR

THE BUEING COMPANY 1720 - FWO RTR FLAP BEND STA 88 0H-20800LB CG-9 7IN AFT 284RPM □ A/R STEADY 6000FT □ A/R STEADY >6000FT ▲ PPD 6000FT + PPD >6000FT >6000FT 15000 ST RTR FLAP 10000: 41720ALT 5000. 160. PTAS TRUE HIRSPEED IN MNOTS 25000. 80-100. 160 --TAS TRUE AIRSPEED IN MNOTS FORM 52300 (10/71) -28

THE BOEING COMPANY

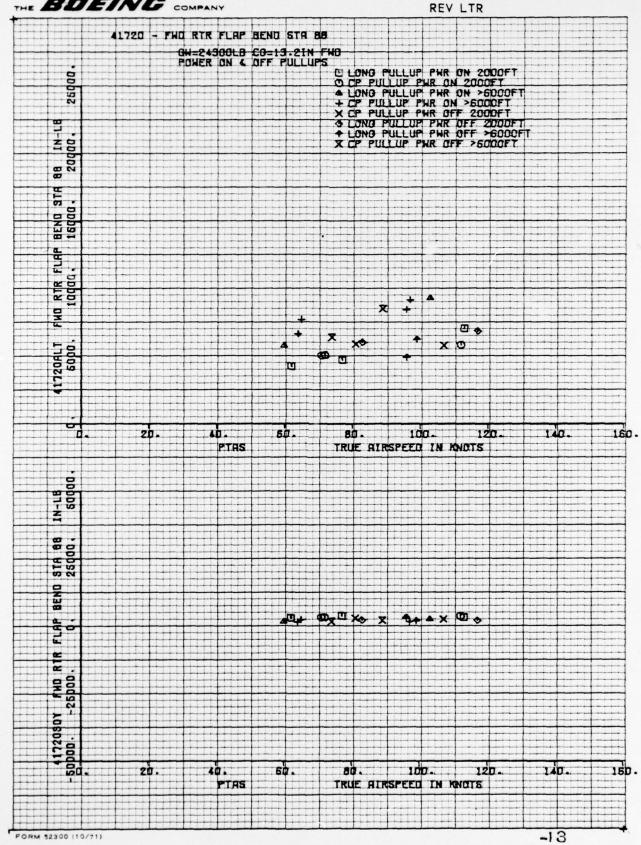


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D210-11168-3 NUMBER VOLUME 2 REV LTR

THE BOEING COMPANY 41720 - FWO RTR FLAP BEND STA BB GH=24300LB CG=13.2IN FHO HG=>6GGGFT RPM=264 E FLT 121 LEVEL FLT STA 10000. 1720ALT 5000. 80. TRUE HIRSPEED IN KNOTS PTRS 88 2 2 PTAS TRUE HIRSPEED IN KNOTS FORM 52300 (10/71)

SHEET 203



D210-11168-3 NUMBER VOLUME 2

THE BOEING COMPANY REV LTR 1720 - FWO RTR FLAP BEND STA 88 CH=24300LB CG=13.2IN FND TURNS POHER ON 40FF 264RPM ARPM

O LT TURN PHR ON 2000FT

ORT TURN PHR ON 2000FT

ART TURN PHR ON >5000FT

+ LT TURN PHR ON >5000FT

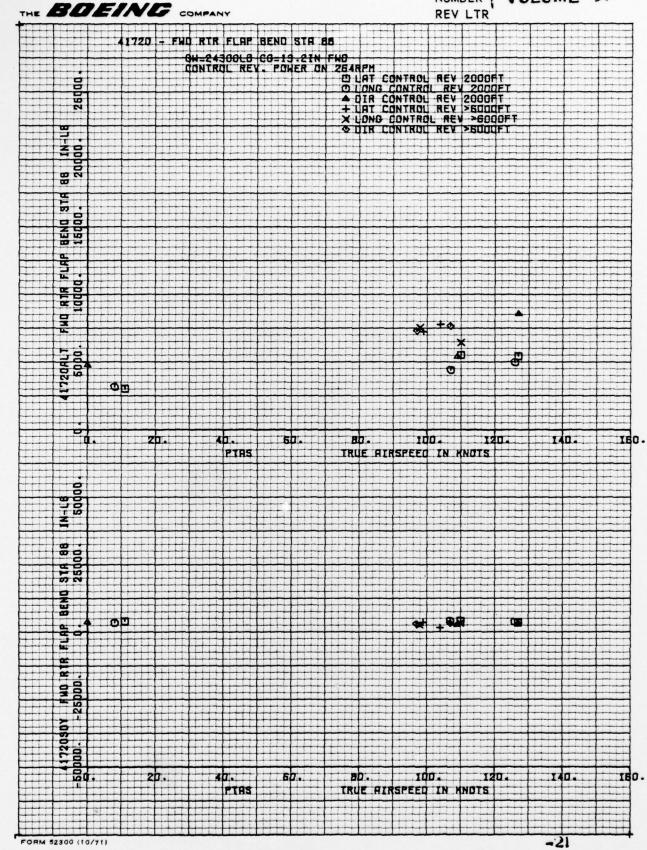
X LT TURN PHR OF 2000FT

ORT TURN PHR OFF 2000FT

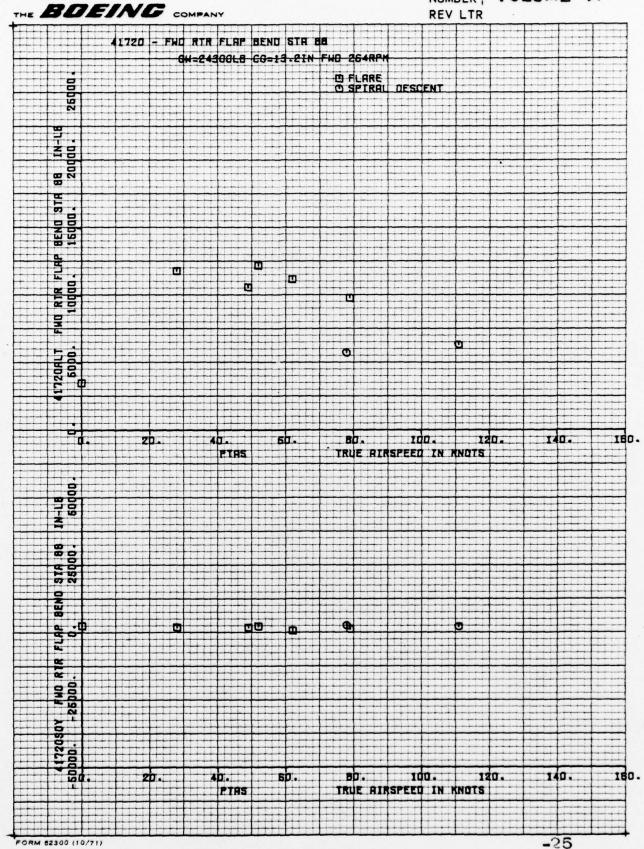
TURN PHR OFF >5000FT

X RT TURN PHR OFF >5000FT 250 87 - V 00 88 00 STA BEN TR FLAP 20 00 X 1720ALT 5000. **900** 100. 160. 80. PTAS TRUE AIRSPEED IN KNOTS 98 ab. 100. 140. 180. TRUE AIRSPEED IN MNOTS PTAS FORM 52300 (10/71) -17

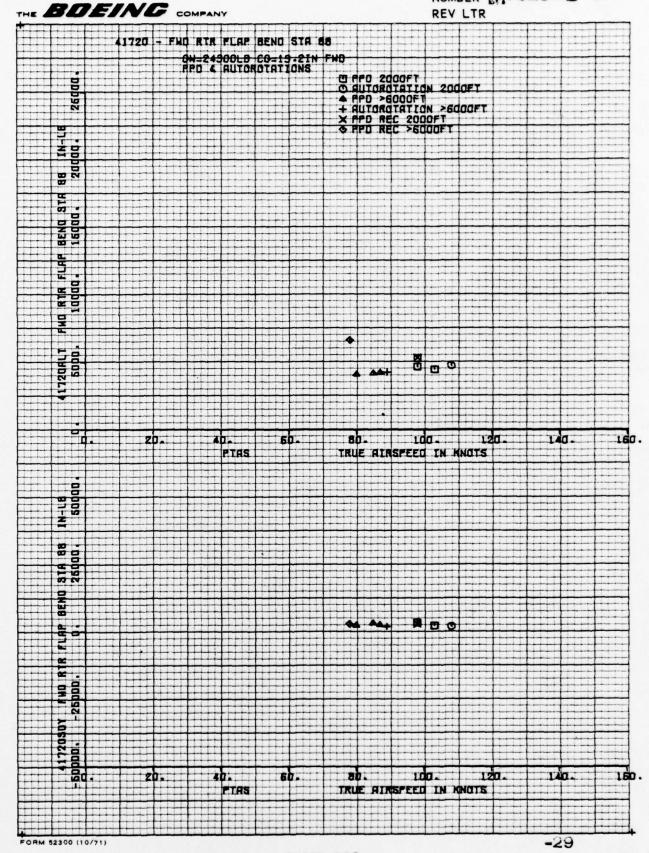
SHEET 205

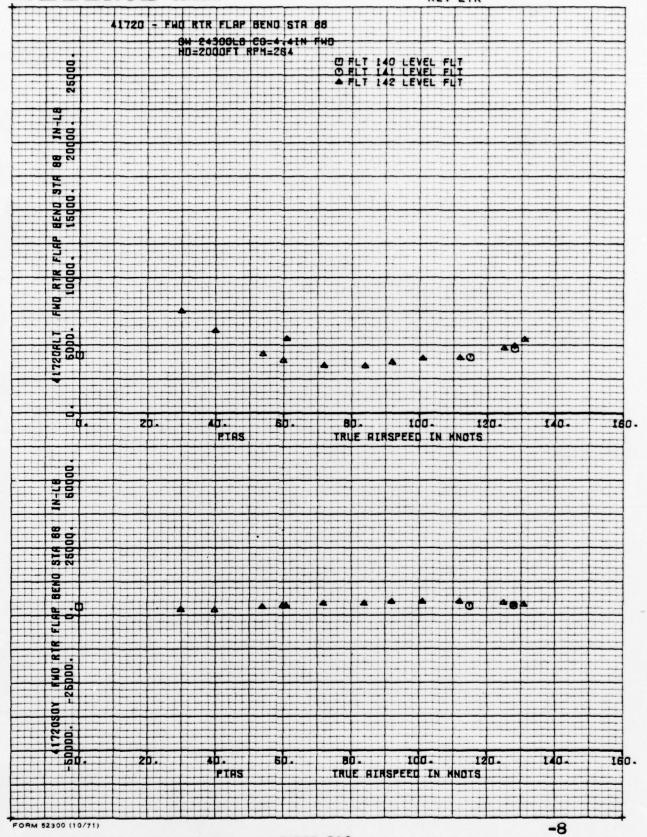


1500 TO 1500

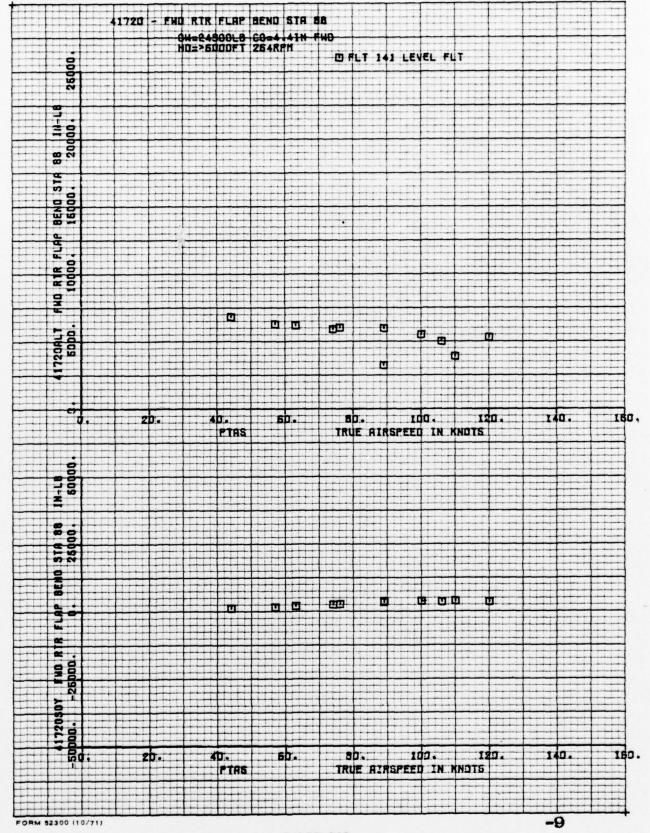


NUMBER WOLUME 2 REV LTR

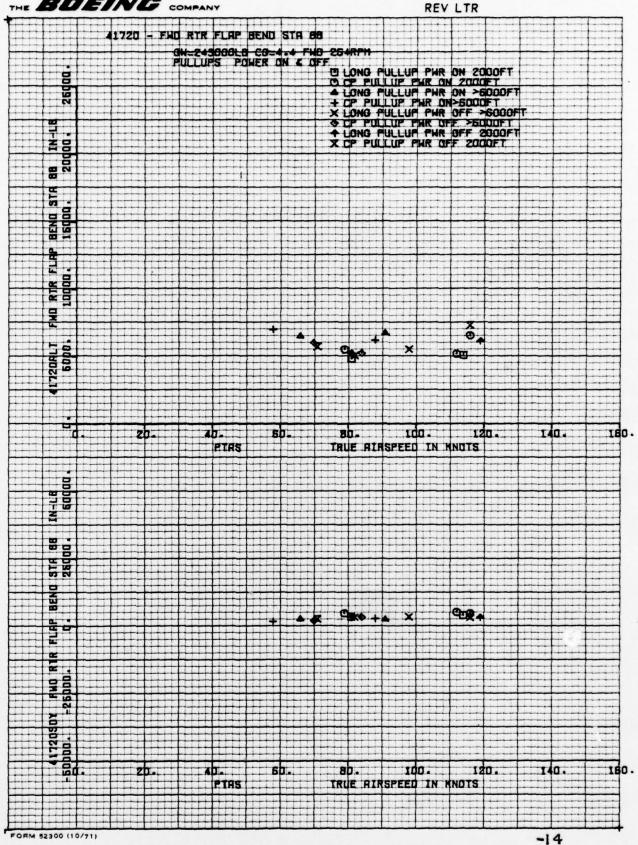




THE BOEING COMPANY



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O RTR FLRP BEND STR

CH=24800LB CG=4 4 FHD

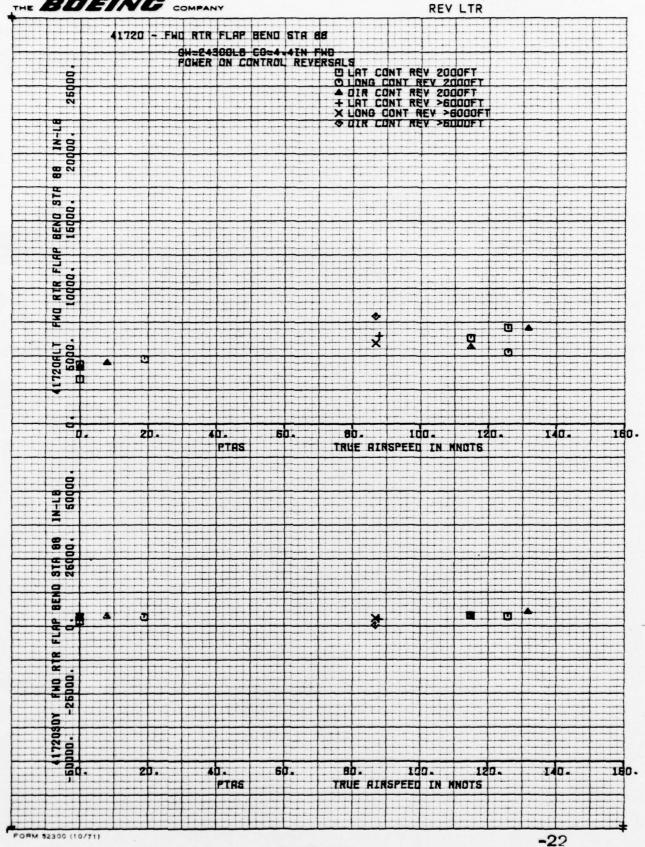
FOMER ON & OFF TURNS 264RFM

O RT

A UT - FUO RTR FLAP BEND STA 68 41720 ON 2000FT ON 2000FT ON >6000F PHR ON 2000FT PHR ON 26000FT PHR ON 26000FT PHR OFF 2000FT TURN TURN OFF 2000FT TURN PHR OFF 2000FT AT TURN PHR OFF >6000FT X UT TURN PHR OFF >6000FT 16000 STA 10000. 4 ×+ 7 6 0 m 1 ZD. 140. 160 . 4D. 80. 100. TRUE AIRSPEED IN MNOTS PTAS -50000. 140. 20. 40. 60. 80. 100. 160. TRUE RINSPEED IN MNOTS PTRS FORM 52300 (10/71) -18

SHEET 212

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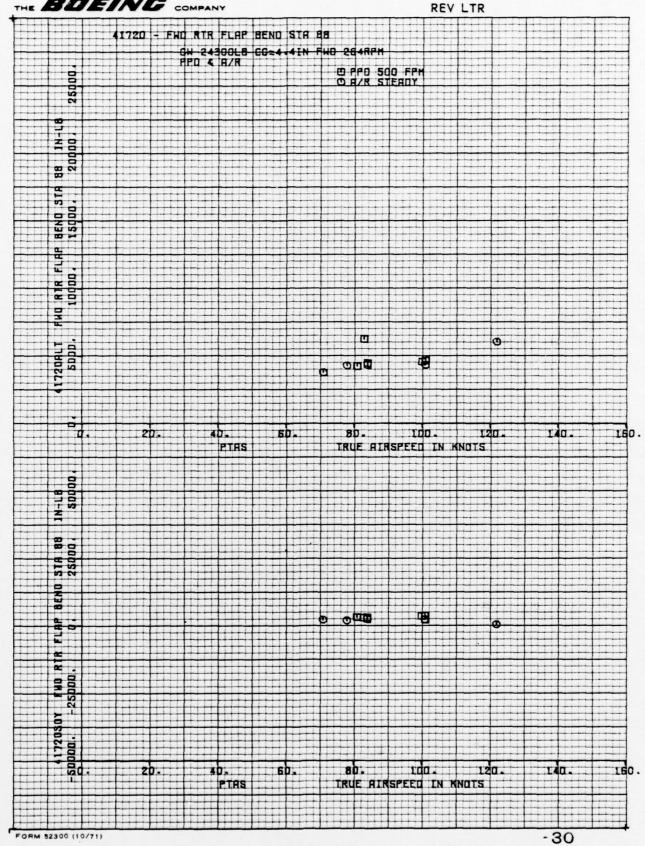
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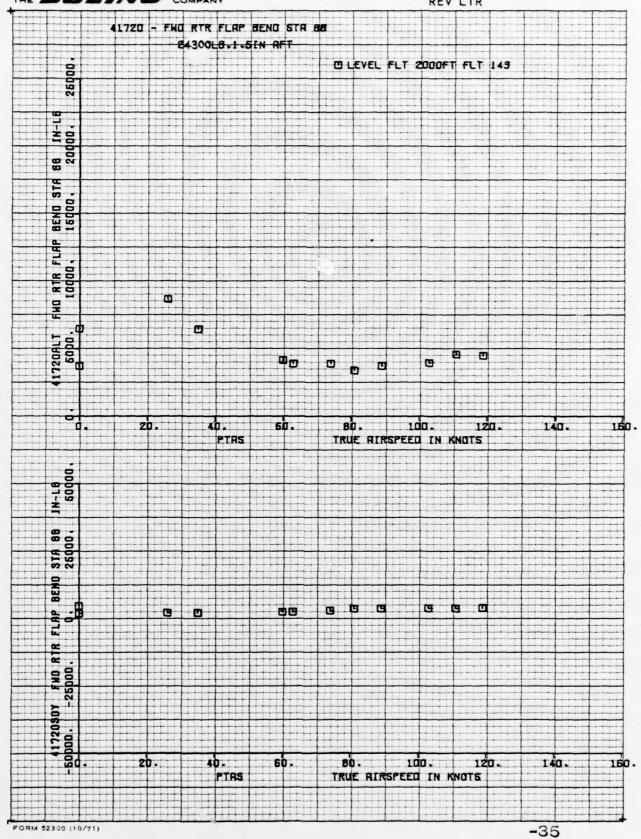
D210-11168-3

THE BOEING COMPANY REV LTR 41720 - FWO RTR FLAP BEND STA BB SH-24300LB CG-4.4IN FWD 264RPH FLARE TO HOVER SPIRAL DESCENT - . 20 . 15000 3TF RTR FLAR 10000. O D 0 PIRS TRUE RIRSPEED IN KNOTS STA 88 25000. 0 2 FNO R ING. 160 . TRUE ATRISPEED IN KNOTS PTAS FORM 52300 (10/71) -26

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SHEET 216

PREPARED BY: J. Bendo

THE BOEING COMPANY DATE:

8/28/78

NUMBER D210-11168-3 REV LTR Volume 2

MODEL NO.

4.7 Forward Blade Flap Bending Station 136.

NUMBER VOLUME 2

THE BOEING COMPANY REV LTR 41730 - FHO RTR FLAP BEND STA 136 GH=20000LA CG=22-4IN FHO # FLT 114 LVL FLT + FLT 115 LVL FLT Ø FLT 161 LVL FLT FLT 162 LVL FLT 4 0 • 160. 80. Ida. 12a. TRUE AIRSPEED IN MNOTE 80. Ida. 160. PTAS TRUE RERSPEED IN KNOTE

SHEET 218

The state of the s

FORM 52300 (10/71)

NUMBER | VOLUME 2

THE BOEING COMPANY REV LTR 41730 - FWO RTR FLAP BEND STA 136 GH=20800LB CO=22.4IN FHO
HD=ABOVE SCOOFT RPM=264
+ FLT 115 LEVEL FLT 138 8END 87A 16900. COOOD. 1730ALT 6000. 100. 120. 160. 80. PTAS TRUE RIRSPEED IN KNOTS 1N-L8 50000 OY FWO RTR -255000. 100. TRUE RINSPEED IN KNOTS PTAS -2 FORM 52300 (10/71)

SHEET 219

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- FUD RTR FLAP BEND STR 136 W-20000LB CO-22 41N FHO RPH-264 © CP PULLUP PHR ON >6000FT
O ING PULLUP PHR ON >6000FT
+ LNG PULLUP PHR ON 2000FT
× LNG PULLUP PHR OFF 2000FT

CP PULLUP PHR OFF 2000FT

PPO RECOVERY >6000FT

X PPO RECOVERY 2000FT IN-LE 136 BEND STA 16000. п п п п п п п 100. 150-140. BD. TRUE AIRSPEED IN KNOTS STR 136 25000. R. 100. 180. TRUE AIRSPEED IN KNOTS PTAS FORM 52300 (10/71) -11

SHEET 220

NUMBER VOLUME 2

THE BOEING COMPANY

Jan 453

41730 - FWO RTR FLAP BEND STA 136 0H=20800LB C0=22.4IN FHD RPM=264 ED RT TURN PHR ON 2000FT
OUT TURN PHR ON 2000FT
A LT TURN PHR OFF 2000FT
+ RT TURN PHR OFF 2000FT
X RT TURN PHR ON >6000FT
OUT TURN PHR ON >6000FT
RT TURN PHR OFF >6000FT
X LT TURN PHR OFF >6000FT 25000 15000. × 0 8 0 80. 160. 100. 140. TRUE AIRSPEED IN MNOTS PTRS STA 136 25000. 0 m 400 00 \$ 00 œ 8 180. 40. 80. 100. 120. 140. TRUE AIRSPEED IN MNOTS PTAS FORM 52300 (10/71) -15

NUMBER ! VOLUME 2

THE BOEING COMPANY

REV LTR - FWO RTR FLAP BEND STA 136 41730 GH=20800LB CG=22-4IN FHD D LAT CONTROL REV 2000FT
O LONG CONTROL REV 2000FT

A DIR CONTROL REV 6000FT

+ LAT CONTROL REV 6000FT

X LONG CONTROL REV 8000FT

A LAT CONTROL REV 8000FT

A LAT CONTROL REV 8000FT

X LONG CONTROL REV >6000FT

Z DIR CONTROL REV >6000FT 8 SECOO. 4 BO OU 40. 100. 140. 160. 80. PTAS TRUE AIRSPEED IN MNOTS 50000 S 81A DO 2 皇景 40. 100. 120. 140. 160 . PIAS TRUE RINSPEED IN KNOTS FORM 52300 (10/71) -19

-23

THE BUEING COMPANY **REV LTR** 41730 - FHO RTR FLAP BEND STR 136 GH=20800LB C0=22-4IN FHD POHER OFF 264RPM 26000. LAT CONTROL REV 2000FT © LONG CONTROL REV 2000FT

◆ DIR CONTROL REV 2000FT

◆ LRT CONTROL REV >6000FT

X LONG CONTROL REV >6000FT

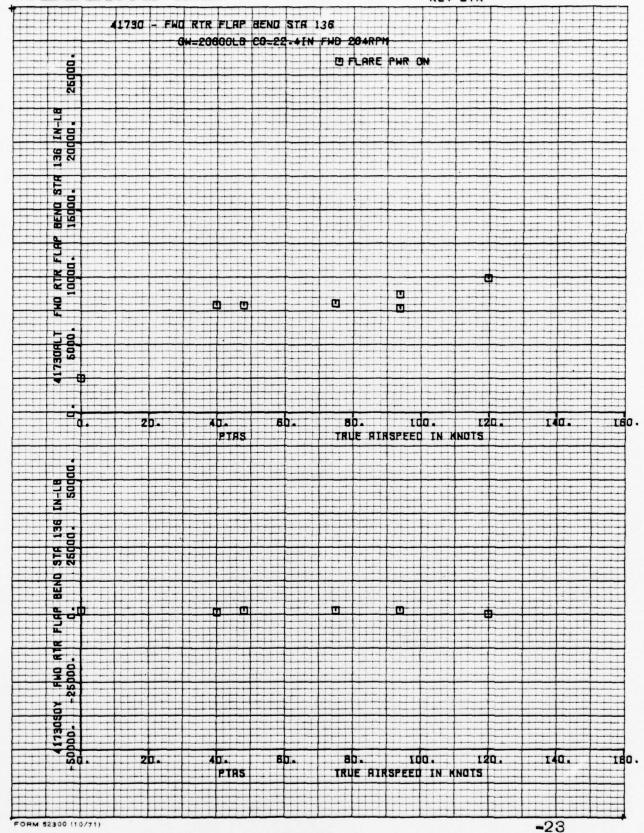
Z DIR CONTROL REV >6000FT 136 BENG STF 15000. 10000. ō 730ALT 5000. 40. 80. 20. 60. 100. 120. 140. 160. TRUE RIRSPEED IN KNOTS PTAS 878 2500 AU AZ 0 80. 1d0. 140. 160 . 40. TRUE HIRSPEED IN MIGTS PTAS

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FORM 52300 (10/71)

ACT.

THE BOEING COMPANY



SHEET 224

NUMBER F VOLUME 2 REV LTR

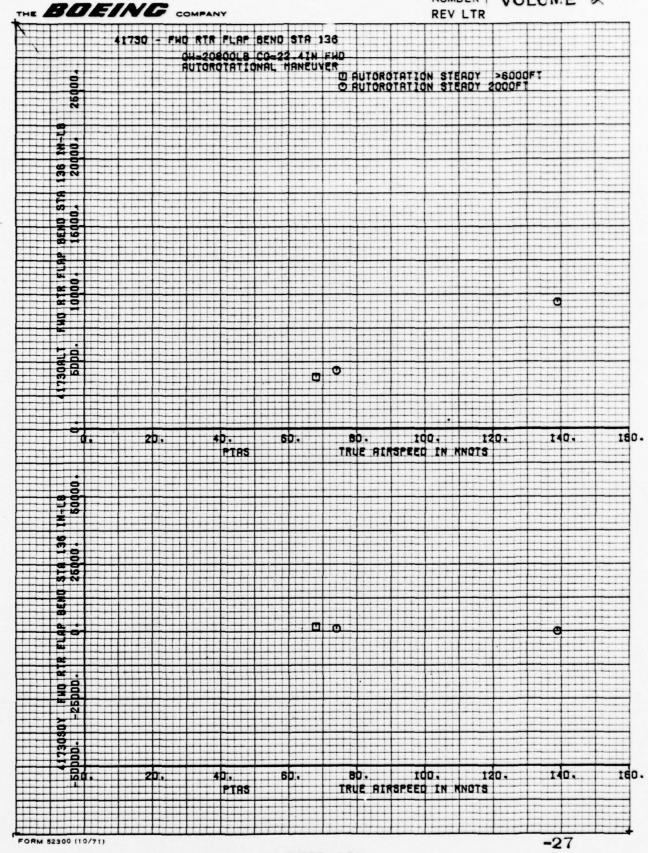
THE BOEING COMPANY FLAP BEND STA 136 FUD RTR 25000 26000F 136 10000. 1730AL 500 40. 60. 8b. 100. TRUE ALASPEED IN MOTS PTHS 1N-LB 50000 田田 COD -8 1100. _____8D. IBO. TRUE RIRSPEED IN KNOTS PTHS FORM 52300 (10/71) -27

SHEET 225

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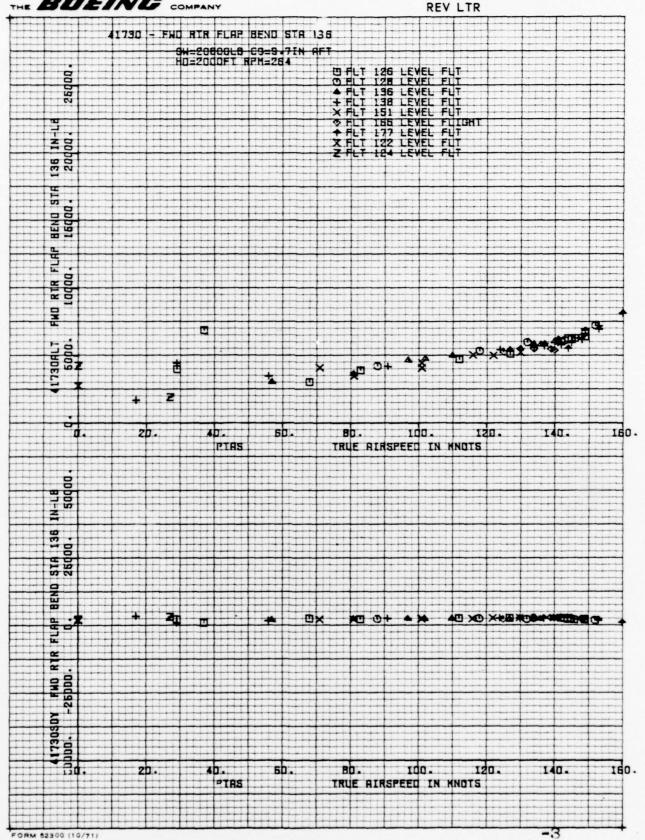


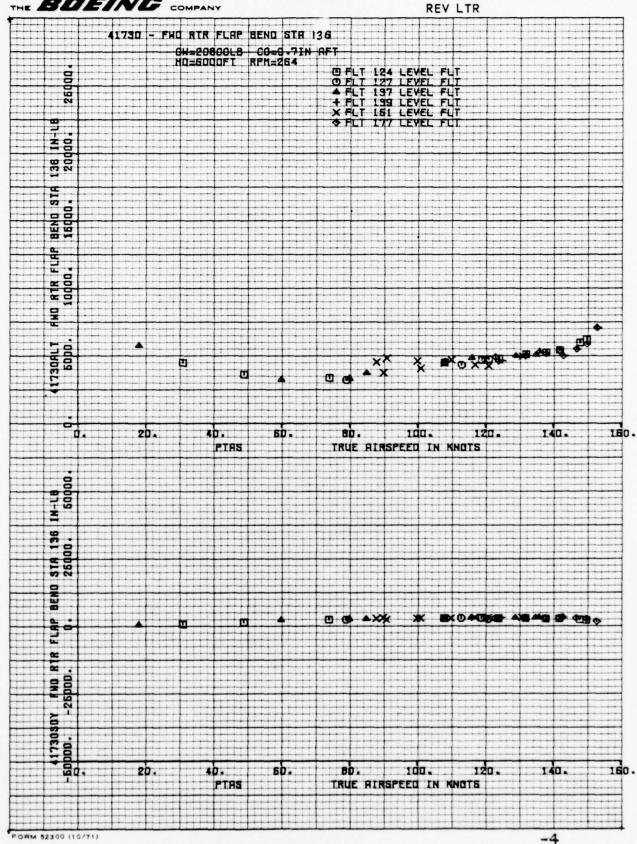
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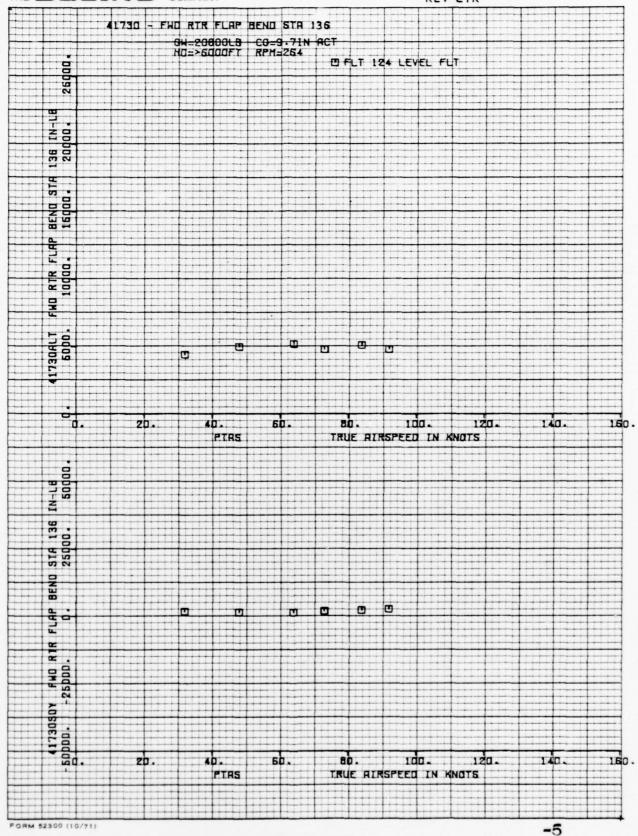
NUMBER | YOLUME 2

THE BOEING COMPANY

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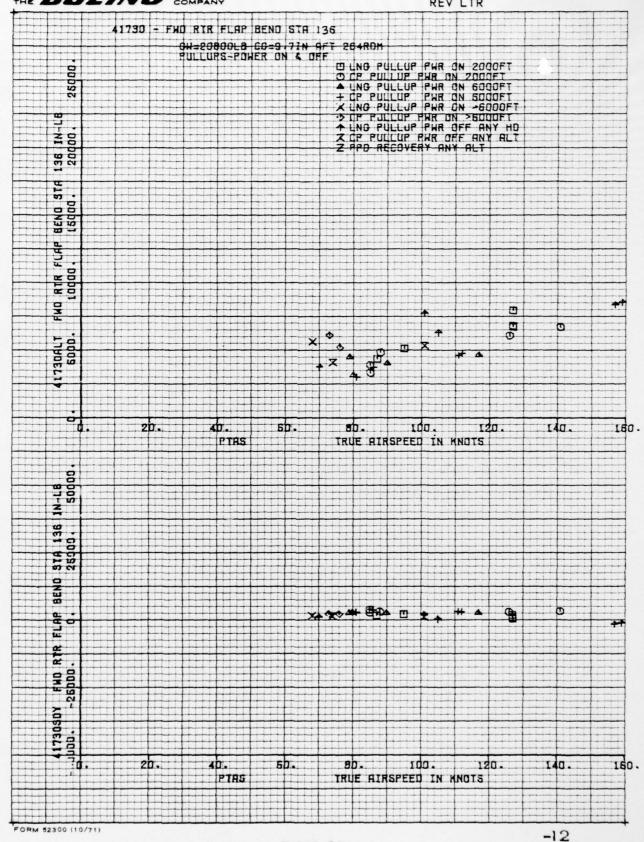




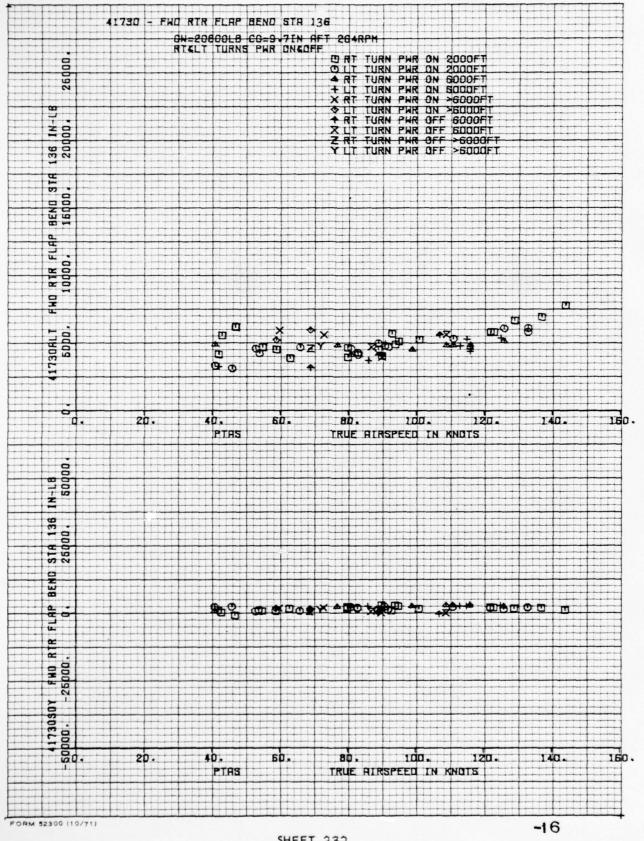
D210-11168-3

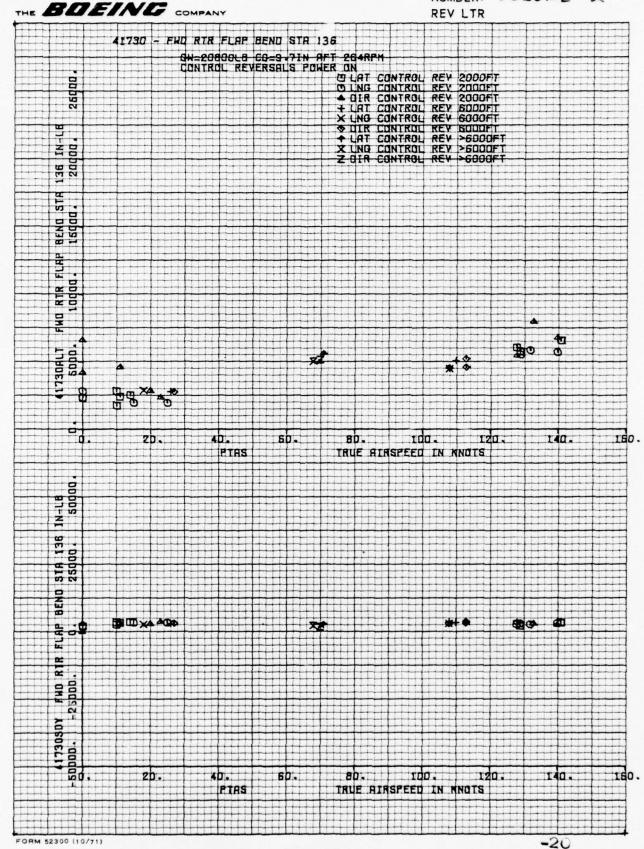
THE BUEING COMPANY REV LTR 41730 - FHO RTR FLAP BEND STA 136 20800LB 9.71N AFT 248 RPM TLEVEL FLIGHT 6000 FT IN-LB 136 2000 . BEND STA 15000. FWO RTR FLAP 1 0 **6** 0 0 0 4 50. 140. 40. 80. 100. 120. . Oat PTRS TRUE RIRSPEED IN KNOTS IN-LB 50000 STA 136 25000. BENO 8 0 0Y FWD RTR ! -25000. 60. 80. ıda. 120. 140. 160. 40. TRUE ALASPEED IN MNOTS PTAS FORM 52300 (10/71) -10

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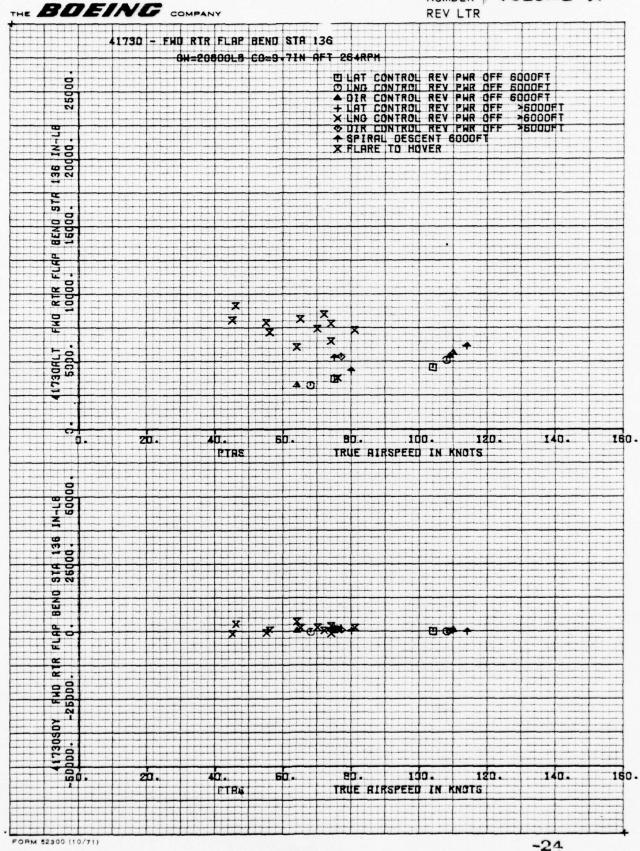


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SHEET 234

-28

THE BOEING COMPANY **REV LTR** 41730 - FHO RTR FLAP BEND STR 136 0H=20800LB CG=8-71N AFT 264RPM □ A/R STEADY 5000FT ○ A/R STEADY >5000FT → PPD 5000FT + PPD >6000FT - NO BEND ST. RTR FLAP 10000. 1730ALT 5000. 20. 80- 100. 4D. PTAS TRUE AIRSPEED IN KNOTS æ . -26000. sp. 100. 140. 150. TRUE AIRSPEED IN KNOTS TAS

SHEET 235

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FORM 52300 (10/71)

NUMBER VOLUME 2

THE BOEING COMPANY

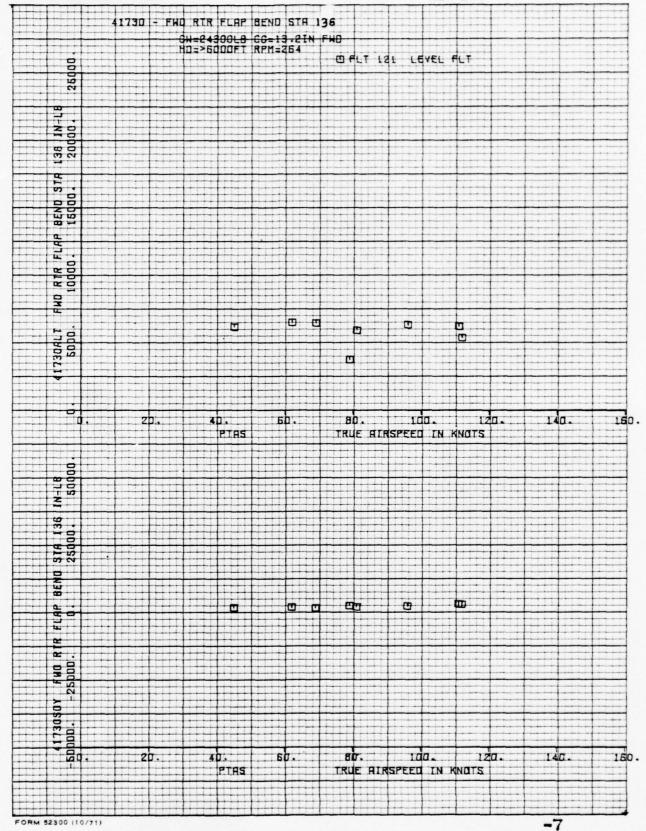
- FWO RTR FLAP BEND STA 136 0H=24900LB CO=19.21N FWO HD=2000FT RPH=284 260 1N-L8 138 8ENG STA 16000. RTR F 뭏 80. 100. 120. TRUE AIRSPEED IN KNOTS 180. TRUE RIRSPEED IN MNOTE PTAS FORM 52300 (10/71) **46**

SHEET 236

NUMBER | VOLUME 2

THE BOEING COMPANY

REV LTR



NUMBER VOLUME 2

THE BOEING COMPANY

Charles Charles

REV LTR 41730 - FHO RTR FLAP BEND STA 136 ON-24300LB CO-13.2IN FHO DLONG PULLUF PHR ON 2000FT
O CP PULLUP PHR ON 2000FT
A LONG PULLUP PHR ON >6000FT
+ CP PULLUP PHR ON >6000FT
X CP PULLUP PHR OFF 2000FT
A LONG PULLUP PHR OFF >6000FT
X CP PULLUP PHR OFF >6000FT
X CP PULLUP PHR OFF >6000FT 25000 1N-CB 38 BEND STA 15400. 10000. 믓 • + × 0 g×ė × 20. 40. 80. ıda. 140-160. PTRS TRUE HIRSPEED IN MNOTS 31A 136 25000. OX IIX œ 140. ida. 80. 160. TRUE HIRSPEED IN KNOTS PTAS FORM 52300 (10/71) -13

the second of th

NUMBER F'VOLUME 2 **REV LTR**

THE BOEING COMPANY FUD RTR FLAP BEND STA 136 OH-24300LB CO-13.2IN FHO TURNS POWER ON 40FF 264RPH O UT TURN PHR ON 2000FT 25000. ART TURN PHR ON >6000FT
+ UT TURN PHR ON >6000FT
+ UT TURN PHR ON >6000FT

X UT TURN PHR OFF 2000FT

TURN PHR OFF >6000FT

X RT TURN PHR OFF >5000FT

X RT TURN PHR OFF >5000FT 8END 3TR RTR FLAP 10000. প্ৰকৃত + 90 0 & X tóo. 80. 160. TRUE AIRSPEED IN KNOTS PTAS 37A 136 25000. œ 80. 100. 20. 40. 140 : 160. PTAS TRUE AIRSPEED IN KNOTS FORM 52300 (10/71)

SHEET 239

The said of the sa

- ASS

I D210-11168-3 NUMBER WOLUME ⊋ REV LTR

THE BOEING COMPANY ORTR FLAR BENO STR 130

GW-24900LB CG-19:2IN FWO
CONTROL REV. POWER ON 264RPH
D LOT CONTROL REV 2000FT
D LONG CONTROL REV 2000FT
D LONG CONTROL REV 2000FT
LAT CONTROL REV >6000FT
X LONG CONTROL REV >6000FT
X LONG CONTROL REV >6000FT
D CR CONTROL REV >6000FT 1730 - FUO RTR FLAP BEND STA 136 25000 IN-LB STA 8END 3 10000 1 500 9 00 00 100. 140. 180. PTAS TRUE AIRSPEED IN MNOTS IN-LE Sagao. STA 136 25000. BENG 2 BD. 100. 140. 160. TRUE AIRSPEED IN KNOTS PTAS FORM 52300 (10/71) -21

SHEET 240

-25

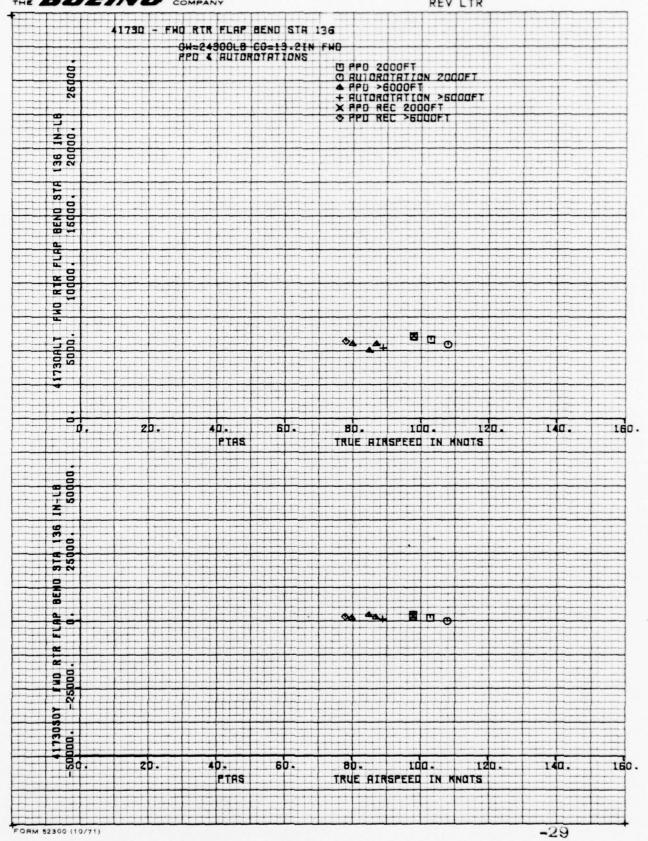
THE BOEING COMPANY REV LTR 41730 - FHO RTR FLAP BEND STA 136 CH-24300LB CG-13.2IN FWD 264RPM T FLARE DESCENT 25000 136 IN-LB 20000. BEND STA 15000. FWO RTR FL. 140. 40. 80. Ido. 150 -PTAS TRUE AIRSPEED IN MOTE 1N-LB 50000. œ œ . 140. 40. 100. 160 . TRUE RIRSPEED IN KNOTS PTAS

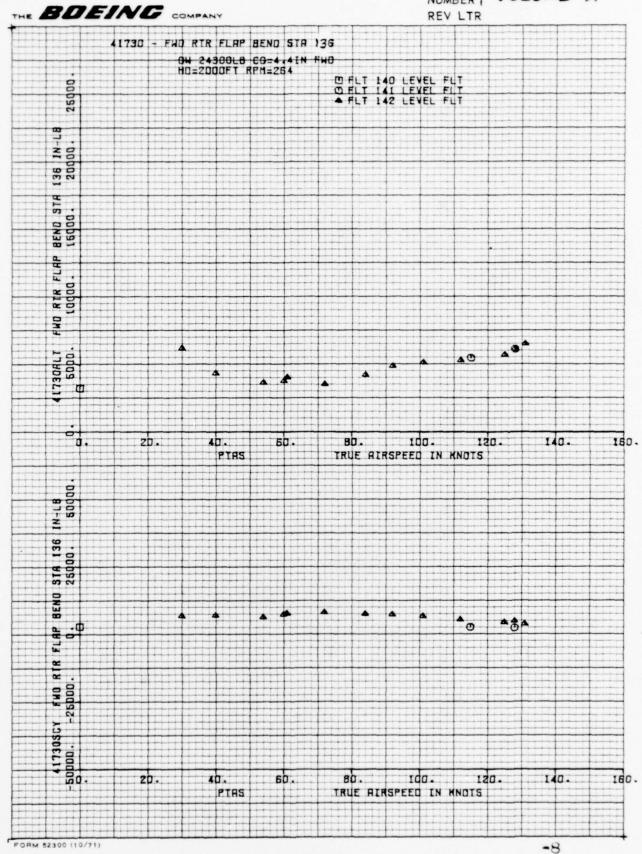
SHEET 241

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FORM 52300 (10/71)

THE BOEING COMPANY





SHEET 243

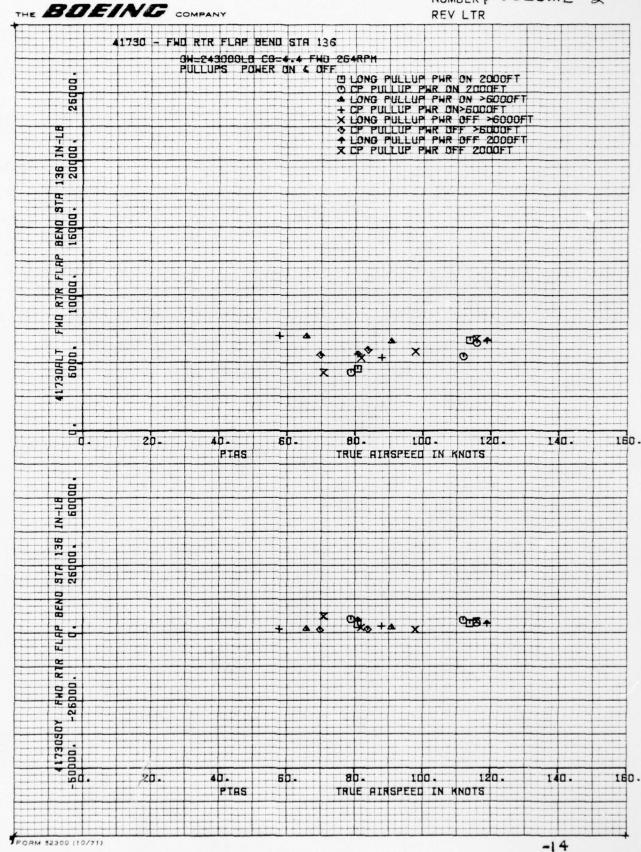
The state of the s

The HOSE

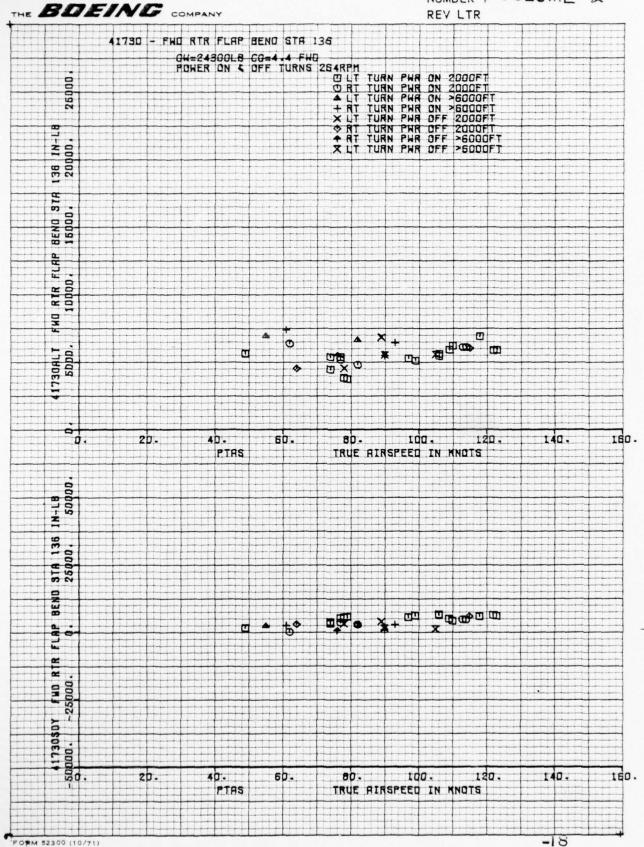
NUMBER : VOLUME 2

THE BOEING COMPANY REV LTR - FHO RTR FLAP BEND STR 136 41730 GH=24300LB CG=4.4IN FWD HD=>6000FT 264RPM DFLT 141 LEVEL FLT 25000 136 IN-LB 20000. 15000 STF Щ. 中中 40. 140. 80. 100. 180 -PTAS TRUE AIRSPEED IN KNOTS 1N-LB 50000. STA 136 25000. FLAP RIE 40 -140, 80. 100. 150-PTRS TRUE AIRSPEED IN KNOTS FORM 52300 (10/71) -9

SHEET 244



SHEET 245



SHEET 246

THE BOEING COMPANY REV LTR 41790 - FWO RTR FLAP BEND STA 136 OM-24300LB CO-4.4IN FNB POWER ON CONTROL REVERSALS SALS

DLAT CONT REV 2000FT

OLDING CONT REV 2000FT

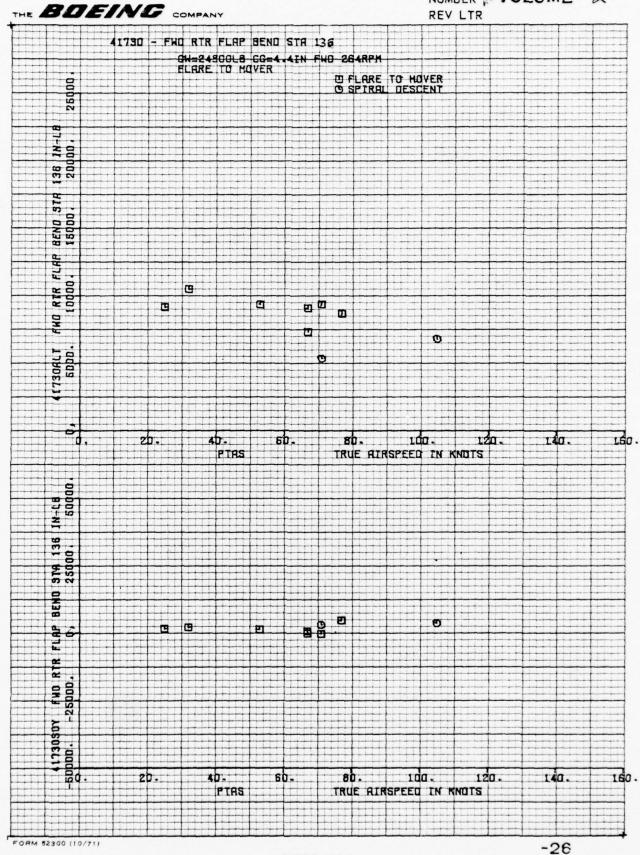
DIR CONT REV 2000FT

+ LAT CONT REV > 5000FT

X LONG CONT REV > 5000FT

OUR CONT REV > 5000FT 26999 136 IN-LB 20000. STA BEND S 10000. * 41730ALT 6000, B X 0 40-100. 1207 140. 160. 80. 20-PTAS TRUE RIRSPEED IN MNOTS IN-LB 60000 3TA 136 25000. BENG FLAP Œ -25000. -50000. 160. 40. 100. 120. 140. 50. 50. TRUE AIRSPEED IN KNOTS PTRS FORM 52300 (10/71) -22

The second of th



SHEET 248

-30

NUMBER VOLUME 2

THE BOEING COMPANY **REV LTR** 1730 - FWO RTR FLAP BEND STA 136 GH 24300L8 CG=4.4IN FHD 264RPM PPD 4 RZR O PPO 500 FPM BEND STA 15000, 8 . NO REPORTED 41730ALT 5000. TRUE ALASPEED IN MNDIS æ . FMO. TRUE HIRSPEED IN MNOTS PTAS

SHEET 249

The state of the s

FORM 52300 (10/71)

NUMBER MYOLUME 2.

THE BOEING COMPANY

41730 - FNO RTR FLAP BEND STA 136 2430048.1.5IN AFT D LEVEL FLT 2000FT FLT 143 136 IN-LB 20000. BEND STA 16000. FWO RTR FLAP 1 0 0 0 O 80. 100. 140. 160. TRUE AIRSPEED IN MNOTS IN-L8 50000. STA 136 25000. BENO œ OY FWD RTF -25000. 80. ıda. 140-160. TRUE RIRSPEED IN KNOTS PTAS FORM \$2300 (10/71) -35

SHEET 250

PREPARED BY: J. Bendo

NUMBER D210-11168-3 REVLTR Volume 2

MODEL NO.

THE BOEING COMPANY DATE:

CHECKED BY:

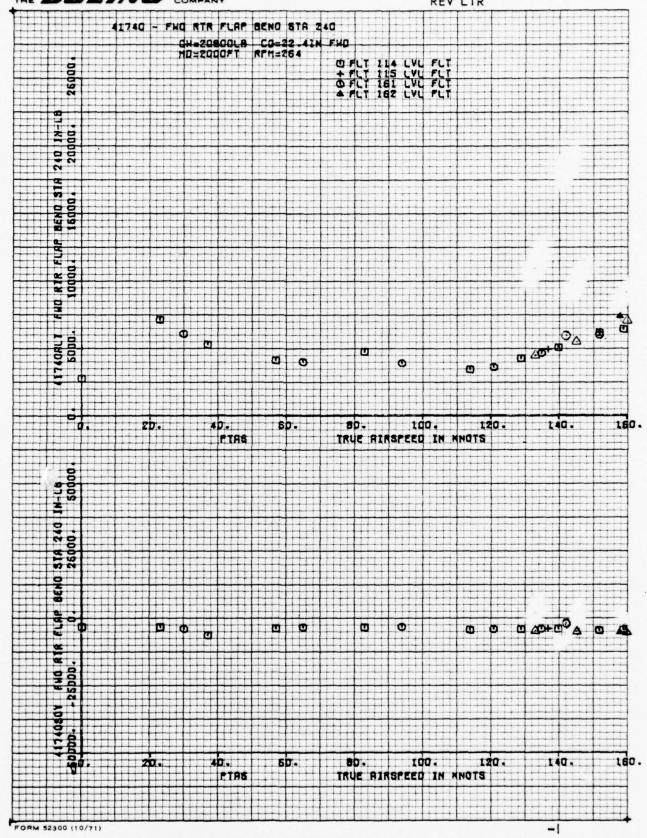
8/28/78

4.8 Forward Blade Flap Bending Station 240.

The string when the second second

NUMBER | VOLUME 2

THE BOEING COMPANY



SHEET 252

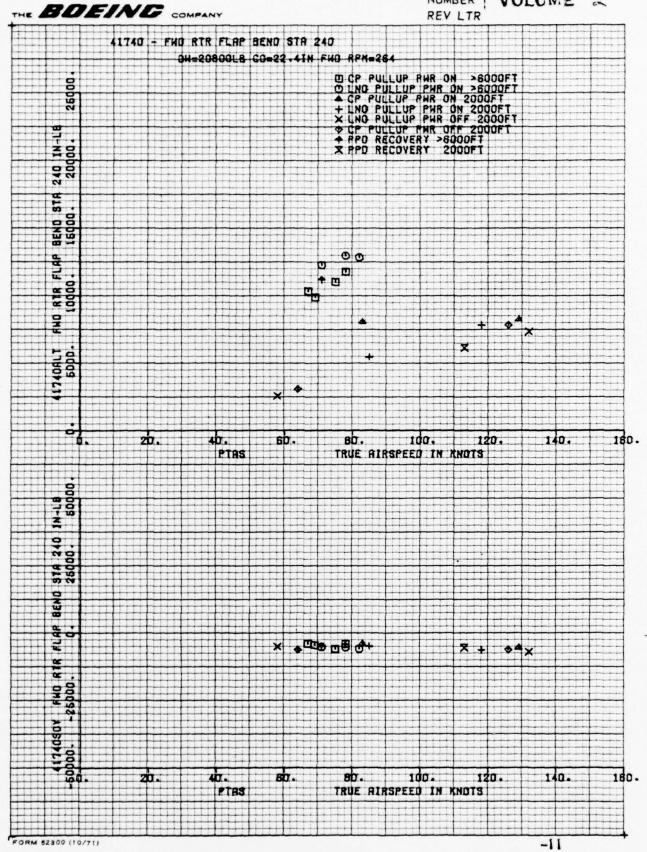
-2

THE BOEING COMPANY REV LTR 1740 - FWO RTR FLAP BEND STR 240 CH-20000L8 CO-22.4IN FWD
HD=RBQVE SCOOFT RPM-264
+ FLT 115 LEVEL FLT 26000. 240 IN-LB 200004 BEND STR 16000. NO RTR FLAR 10000. 1740ALT 5000. 80. Ida. IBO. 40. TRUE HIRSPEED IN MNOTS PTAS STA 240 25000. BEN -25pdD. 180. 80. 100. TRUE RIRSPEED IN MNOTS PTAS

The state of the s

FORM 52300 (10/71)

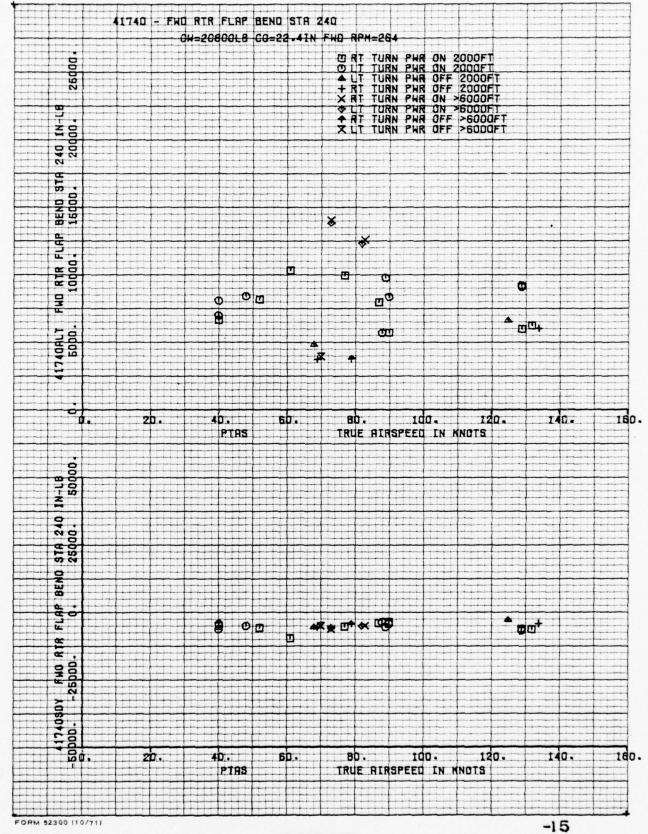
NUMBER! VOLUME 2 REV LTR



SHEET 254

NUMBER | VOLUME 2

THE BOEING COMPANY



NUMBER | VOLUME 2

1740 - FWO RTR FLAP BEND STA 240 CH-20800LB CO-22-4IN FHD D LAT CONTROL REV 2000FT

O LONG CONTROL REV 2000FT

O LONG CONTROL REV 2000FT

+ LAT CONTROL REV 8000FT

X LONG CONTROL REV 8000FT

O LAT CONTROL REV 8000FT

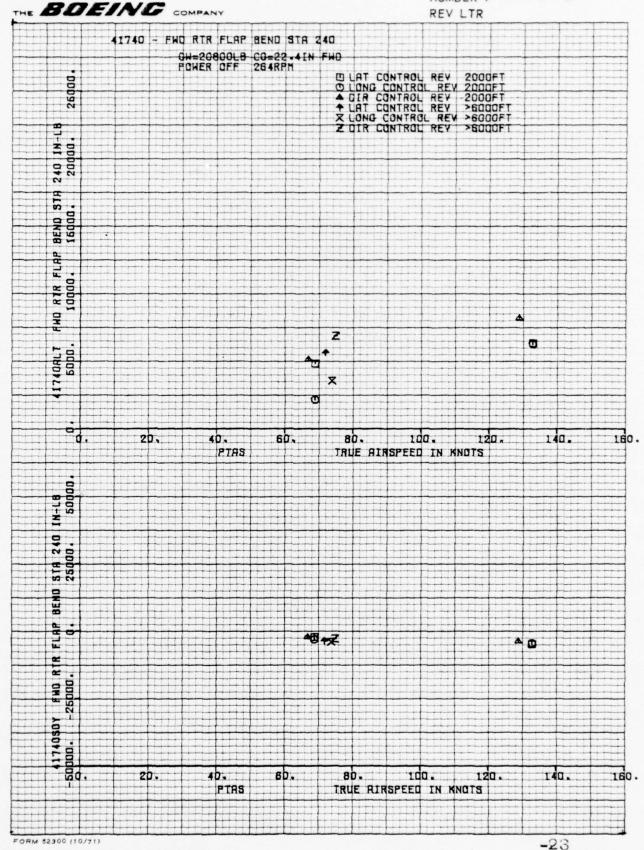
X LONG CONTROL REV >6000FT

X LONG CONTROL REV >6000FT

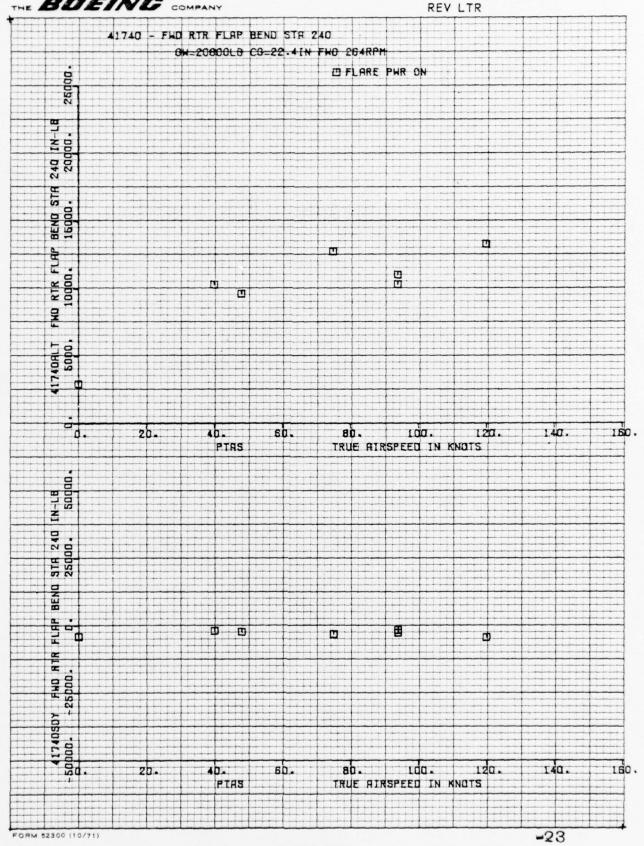
X LONG CONTROL REV >6000FT 25000 240 8END STR 15000. RTR FLAP 10000. Z FWD D 0 41740ALT 5000. 0 ıda. 140. 160. 40. 80-120. PTAS TRUE AIRSPEED IN MNOTS 87# 240 25000. mo* ab. Ida. 140. 160 . PTAS TRUE AIRSPEED IN KNOTS FORM 52300 (10/71) -19

THE BOEING COMPANY

SHEET 256



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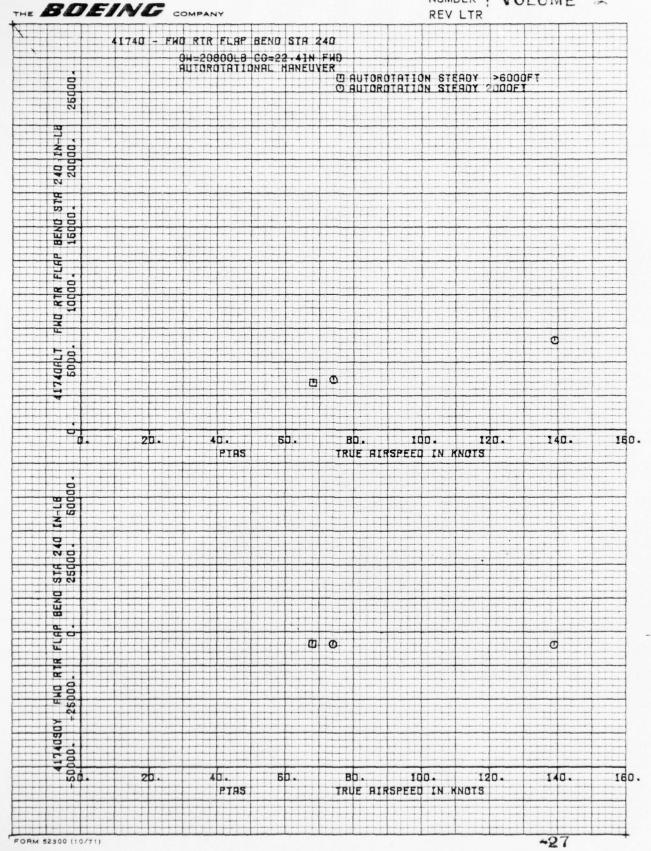


-27

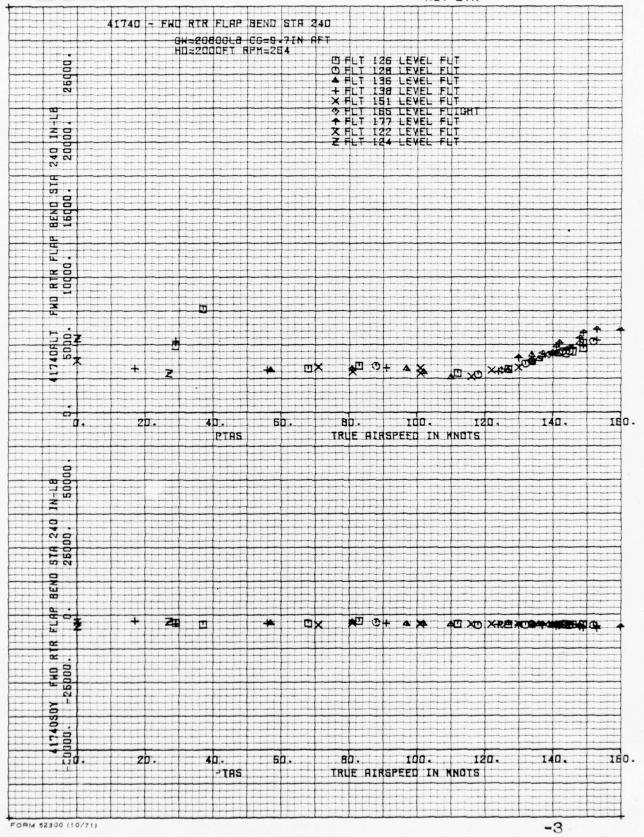
VOLUME 2 NUMBER THE BOEING COMPANY REV LTR - FWD RIR FLAP BEND STA 240 © PPD S.S. 2000FT © PPD S.S. >6000FT s · AD RTR FLAP BEND : 11100. 8b. TRUE AIRSPEED IN KNOTS

SHEET 259

NUMBER ! VOLUME 2



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NUMBER ! VOLUME 2

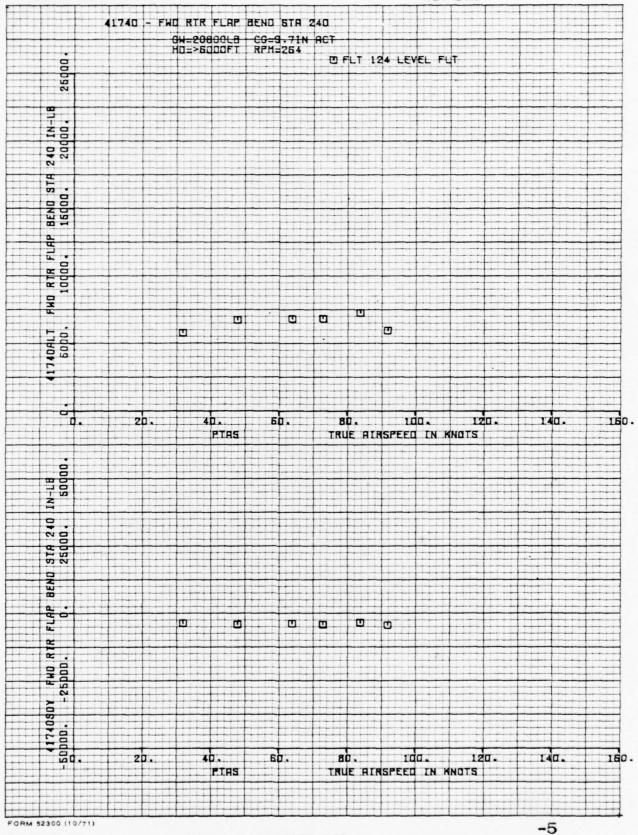
THE BOEINE COMPANY

REV LTR 41740 - FWO RTR FLAP BEND STR 240 GH=20800LB C0=9.71N AFT HD=6000FT RPM=264 O FLT 124 LEVEL FUT 26000. ♣ FLT 137 LEVEL FUT ★ FLT 139 LEVEL FUT ★ FLT 151 LEVEL FUT ▼ FLT 177 LEVEL FUT 240 IN-UB 20000. BTR. D RTR FLAR 10000-WO AND A STATE OF THE STATE OF 41740ALT 5000. (T) (S) A i i i i i i da . 140. 40. 80. 120. 160. TRUE RIRSPEED IN MNOTS PTHS STA 240 25000. BENO 04 œ . 80. 120. 140. 40. . Da ido. 160. TRUE RIRSPEED IN MNOTS PTHS FORM 52300 (10/71)

SHEET 262

NUMBER | VOLUME 2
REV LTR

THE BOEING COMPANY

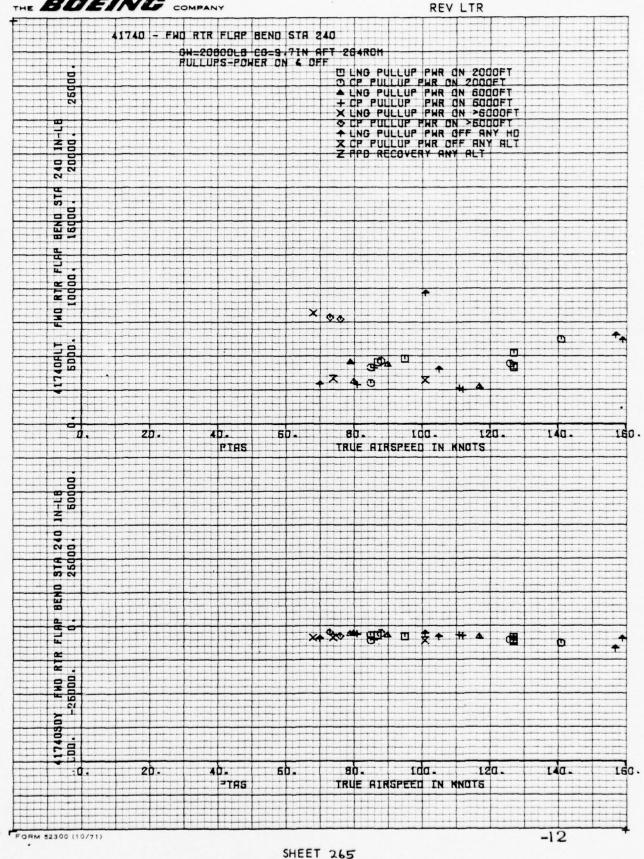


NUMBER

THE BOEING COMPANY REV LTR 41740 - FHO RTR FLAP BEND STA 240 20800LB 9.71N AFT 248 RPM D LEVEL FLIGHT 6000 FT 26900. 240 IN-LB 20000. BEND STA 10god. 41740ALT 5000. Ш 00 0 Ш 100-120-140. 160. 40. 80. TRUE RIRSPEED IN KNOTS PTRS STA 240 IN-LB 25000. S0000. BENO 0 9 0 2 0Y FW0 | -25000. 100. 120. 140. 160. 80. TRUE HIRSPEED IN KNOTS PTAS

FORM 52300 (10/71)

-10



160.

-16

NUMBER! VOLUNE 2

THE BOEING COMPANY REV LTR - FWO RTR FLAP BEND STA 240 GW=20000LB CO=9-7IN AFT 204RPM © RT TURN PHR ON 2000FT

OLIT TURN PHR ON 2000FT

ART TURN PHR ON 6000FT

+ LIT TURN PHR ON 6000FT

X RT TURN PHR ON >6000FT

OLIT TURN PHR ON >6000FT

X LIT TURN PHR OFF 6000FT

X LIT TURN PHR OFF 6000FT

X LIT TURN PHR OFF >6000FT

X LIT TURN PHR OFF >6000FT

Y LIT TURN PHR OFF >6000FT 26900 BEND STA 15000. FLAP 10000 FE 0 0 0 0 60 00 E 41740ALT 5000. 0 ******************* ida. 140. 160. 20. 80-PTAS TRUE ALRSPEED IN MNOTS IN-LB 50000. STR 240 25000. 0 BE 型回 の 東回の多× 今日 大野田 中田 「本」 中田 日 日 × Œ Y FW0 -25000. -500000. BD. 100. 140.

SHEET 266

PTAS

The state of the s

FORM 52300 (10/71)

TRUE AIRSPEED IN KNOTS

NUMBER! VOLUME 2

THE BOEING COMPANY

REV LTR 41740 - FHO RTR FLAP BEND STA 240 SH_20000L0 CG=9.7IN AFT 264RPM CONTROL REVERSALS POWER ON R ON

DE LAT CONTROL REV 2000FT

OLNG CONTROL REV 2000FT

LAT CONTROL REV 5000FT

X LNG CONTROL REV 6000FT

X LNG CONTROL REV 6000FT

A DIR CONTROL REV 6000FT

LAT CONTROL REV 6000FT

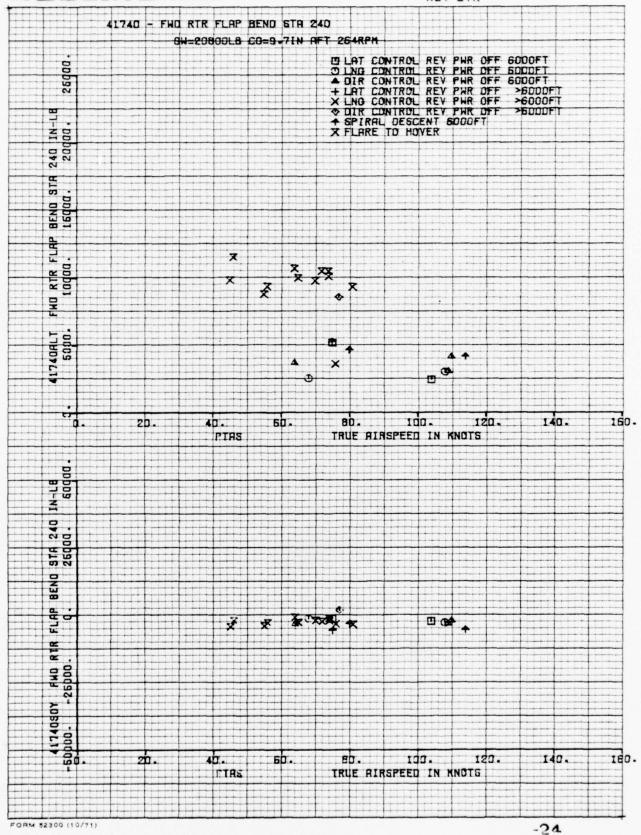
X LNG CONTROL REV 6000FT

Z OIR CONTROL REV 6000FT 240 STA 15900. LOGOO FMD D O XA 00 140. 40. eb. Ida. 160 . PTRS TRUE AIRSPEED IN MOTS IN-LE SOGO 2 0 STA BEN FLAP 2 R 1Y ' FWD ... 61740 80. 100. 160 -TRUE HIRSPEED IN MNOTS PTAS FORM 52300 (10/71) -20

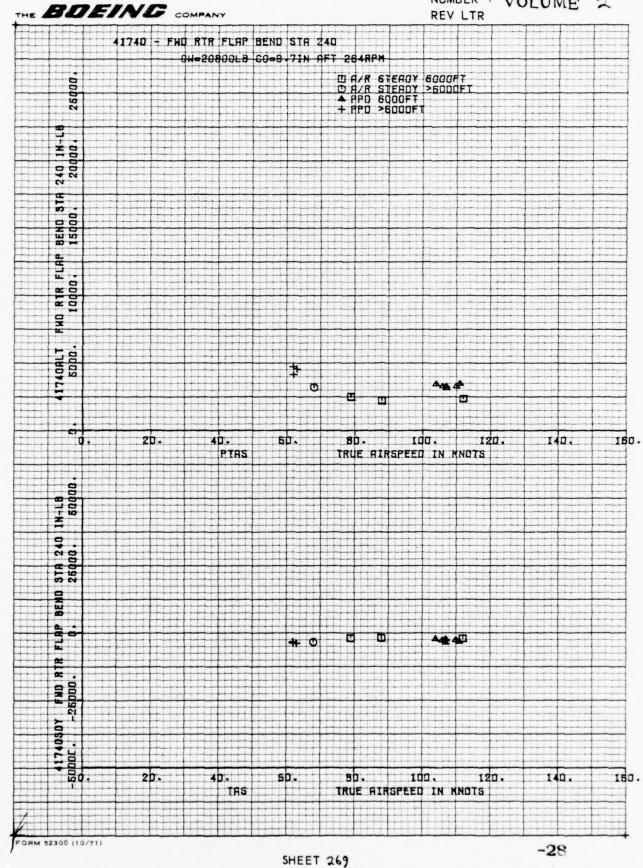
SHEET 267

THE BOEING COMPANY

NUMBER V



D210-11168-3 NUMBER | VOLUME 2



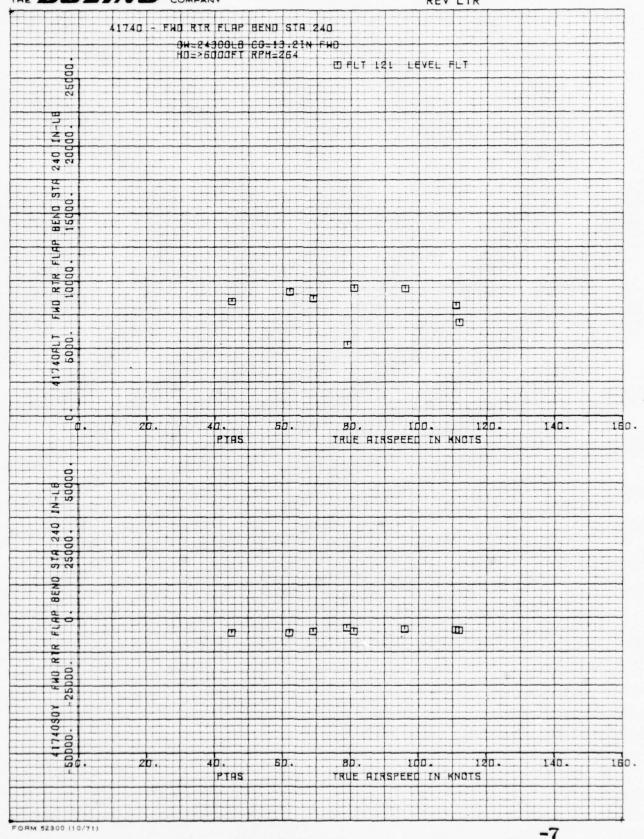
NUMBER | YOLUME 2

THE BOEING COMPANY

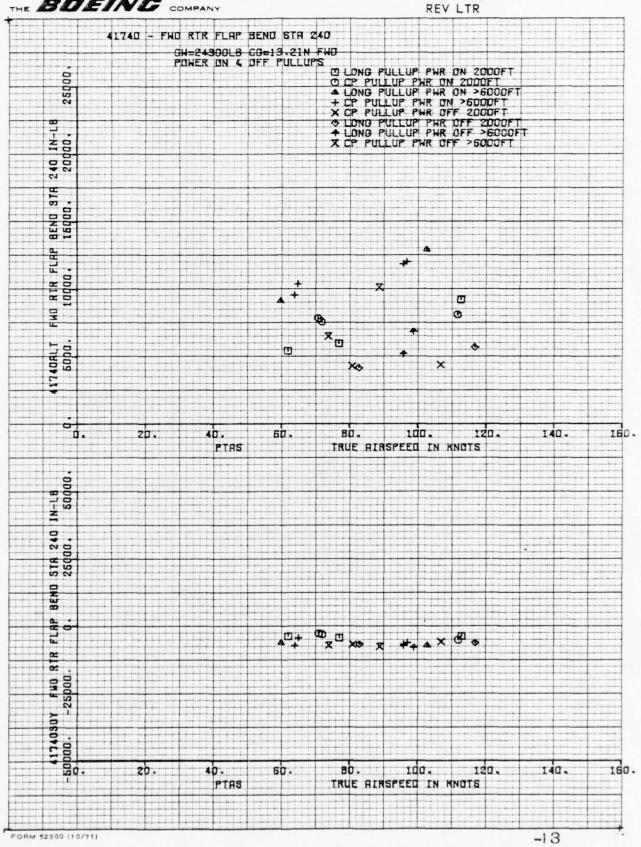
REV LTR 41740 - FWO RTR FLAP BEND STA 240 0H=24900L8 CO-19.21N FNO HD=2000FT RPH=264 O FLT 117 LEVEL FLT O FLT 119 LEVEL FLT A FLT 121 LEVEL FLT 240 IN-LB 20000. BENO STA 15000. IOGOO. 41740ALT 5000. 0 40- 50-80- 100-140. 180 . TRUE AIRSPEED IN KNOTS IN-LB 50000 81A 240 25000. BENO 4 0 0 æ . OY FWO 1 80- 100- 120-140. 160. PTAS TRUE AIRSPEED IN MNOTS FORM 52300 (10/71) -6

THE BOEING COMPANY

NUMBER REV LTR







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VOLUME 2 NUMBER

THE BUEING COMPANY

REV LTR 41740 - FWO RTR FLAP BEND STA 240 GH=24300LB CG=13.2IN FWD TURNS POWER ON 40FF 264RPM ARPM

ULT TURN PHR ON 2000FT

ORT TURN PHR ON 2000FT

ART TURN PHR ON >6000FT

+ LT TURN PHR ON >6000FT

X LT TURN PHR OFF 2000FT

ORT TURN PHR OFF >6000FT

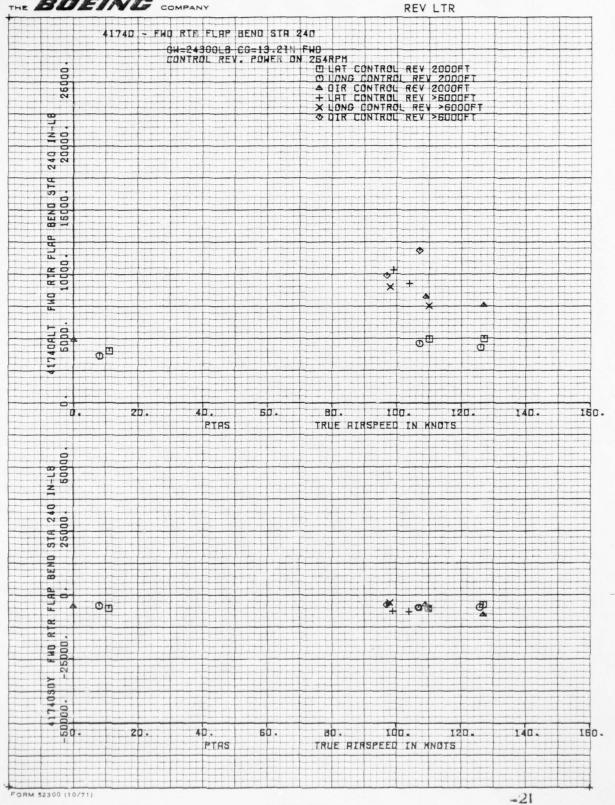
X RT TURN PHR OFF >6000FT

X RT TURN PHR OFF >6000FT 25000 240 IN-LB 20000. ш SEND ST TR FLAP 1000 E O 0 00 1740ALT 50po. ♦ X 180. 80- 100- 120-140-PTAS TRUE RIRSPEED IN KNOTS 1N-LB 50000. STA 240 25000. BENO FLAP e e Sept. 90 œ œ . -25000. -500000. -2K 180. 40. 60. 80. 100. 120 -140 -TRUE AIRSPEED IN KNOTS PTAS FORM 52300 (10/71) -17

D210-11168-3

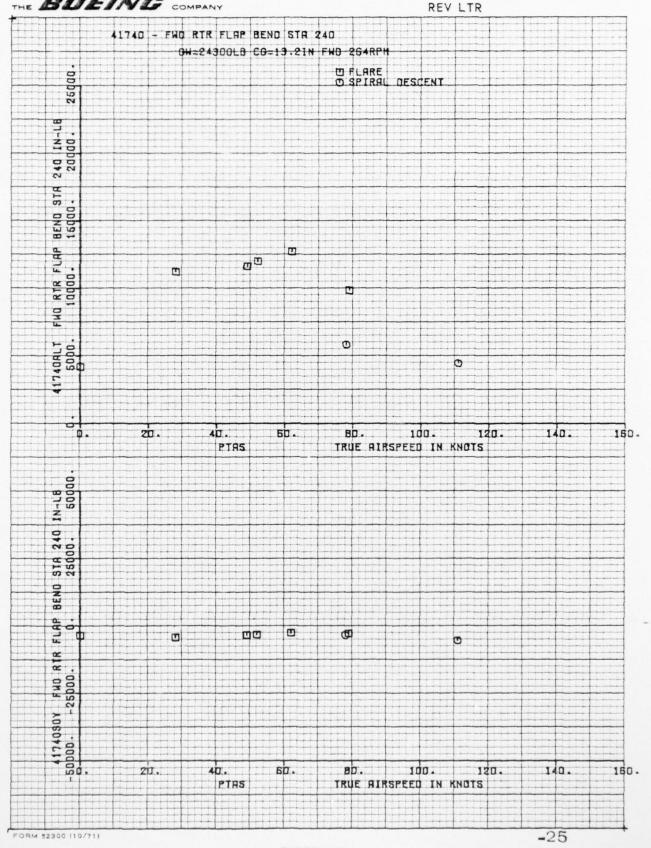
NUMBER | VOLUME 2





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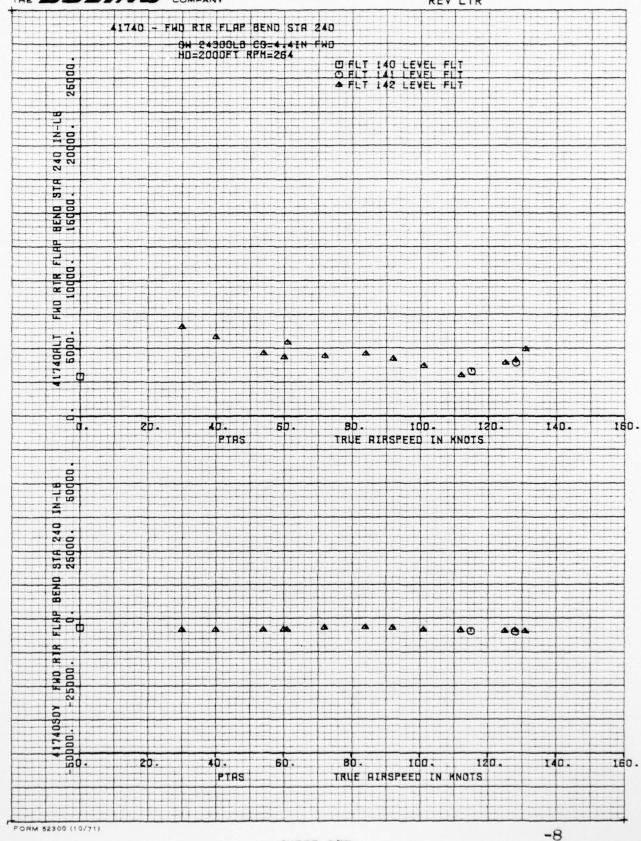
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VOLUME 2 NUMBER

THE BOEING COMPANY

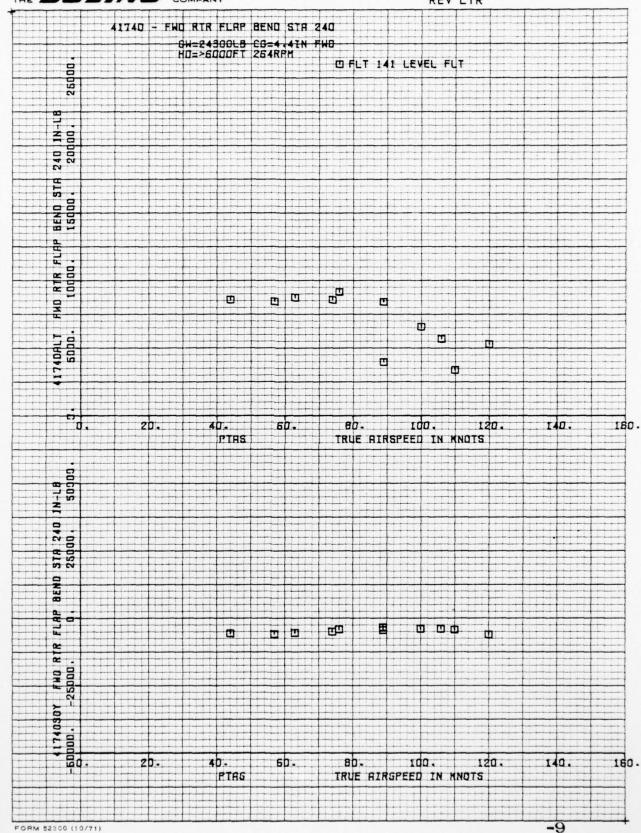
REV LTR 11740 - FHO RTR FLAP BEND STA 240 OW-24300LB CO-13.21N FWO 25000. THE PO 2000FT THE POTOFT A PPD >6000FT + AUTOROTATION >6000FT × PPD REC >6000FT ◆ PPD REC >6000FT STA BEND 8 FLAP 10000. 1740ALT 5000. 0 4 -80- 100-160. PIAS TRUE MIRSPEED IN KNOTS STA 240 25000, BENO œ . -25000. 40. 80. 160. PTAS TRUE BIRSPEED IN KNOTS FORM 52300 (10/71) -29

SHEET 276



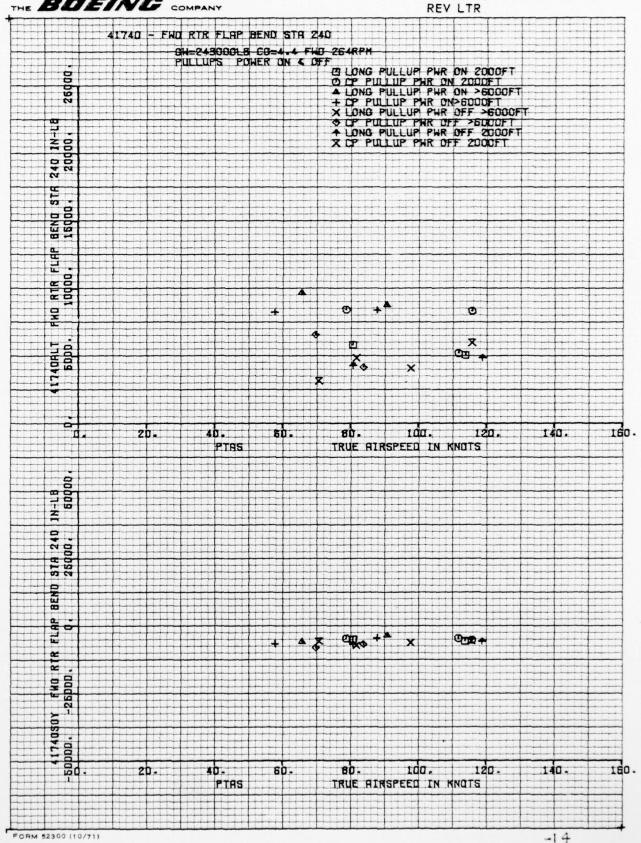
NUMBER | VOLUME 2

THE BOEING COMPANY



SHEET 278





-18

SHEET 280

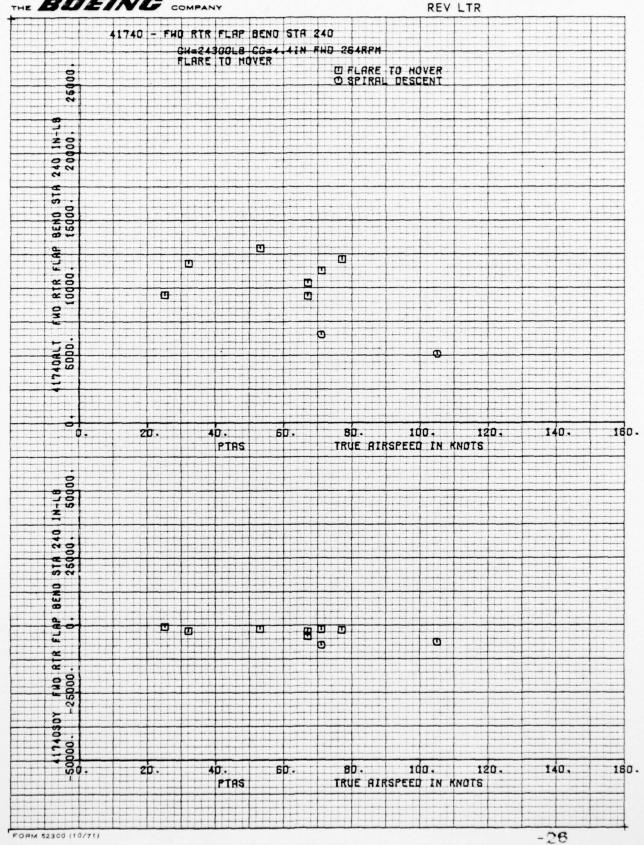
The state of the s

FORM 52300 (10/71)

SHEET 281

The second of th

THE BOEING COMPANY



-30

NUMBER VOLUME 2

THE BOEING COMPANY REV LTR 41740 - FWO RTR FLAP BEND STR 240 OH 24300LB CO≈4.4IN FWO 264RPM HPD 4 A/R 25900. O PPO 500 FPM 240 IN-LB 20000. STA FWO RTR FLAP L740ALT Sobo. TRUE RIRSPEED IN MNOTS IN-LB SOCOO. STH 240 25000. BENO 04 œ . -25000. 100. 8p. TRUE AIRSPEED IN MNOTS FORM 52300 (10/71)

SHEET 283

THE BOEING COMPANY

41740 - FHO RTR FLAP BEND STA 240 24300LB-1-5IN AFT D LEVEL FLT 2000FT FLT 143 26000 240 IN-LB 20000. BEND 9TA 2 15000. FNO RTR FLAP 1 DD. 40. 80. 100-160. TRUE STREPLED IN KNOTS STR 240 25000. BEND RTR OY FWD ! -50000. 80. 100-160. PTAS TRUE AIRSPEED IN KNOTS FORM 52300 (10/71) -35

PREPARED BY: J. Bendo

CHECKED BY:

THE BOEING COMPANY DATE:

8/28/78

NUMBER D210-11168-3 REV LTR Volume 2 MODEL NO.

4.9	Forward	Blade	Flap	Bending	Station	275.

FORM 11180 (6/67)

VOLUME 2 NUMBER REV LTR

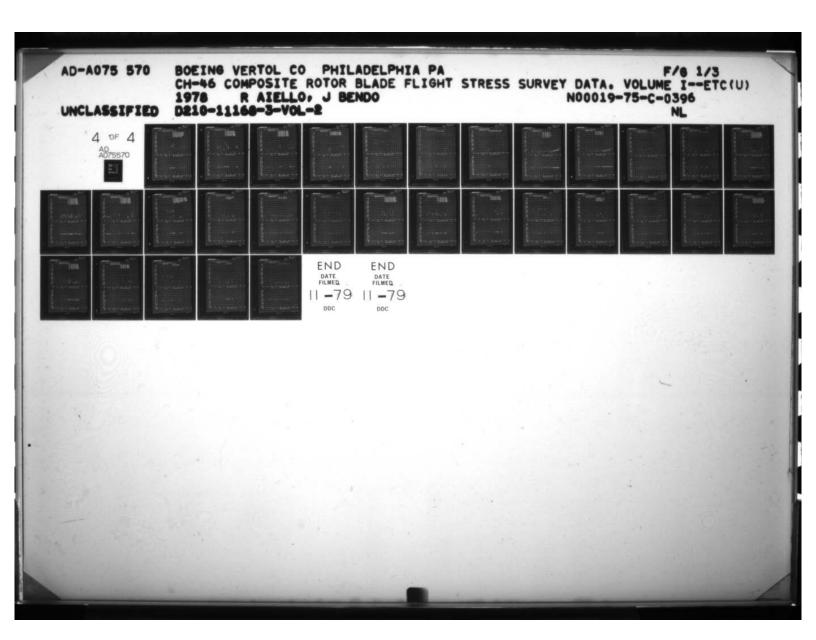
THE BOEING COMPANY 41750 - FHO RTR PLAP BEND STA 275 CH=20800LB CG=22.41N FHO HD=2000FT RPH=264 ## FLT 114 CVC FLT + FLT 115 CVC FLT ## FLT 161 CVC FLT ## FLT 162 CVC FLT 15 BENG ST. -4 o l ZD. 4D. SD. 8D. 100. 120. PTRS TRUE RIRSPEED IN MNOTS 160. 180. TRUE AIRSPEED IN MNOTS FORM 52300 (10/71)

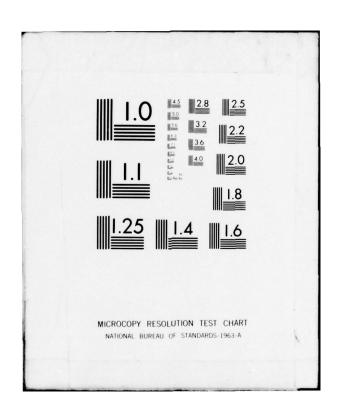
SHEET 286

-2

00 (10/71)

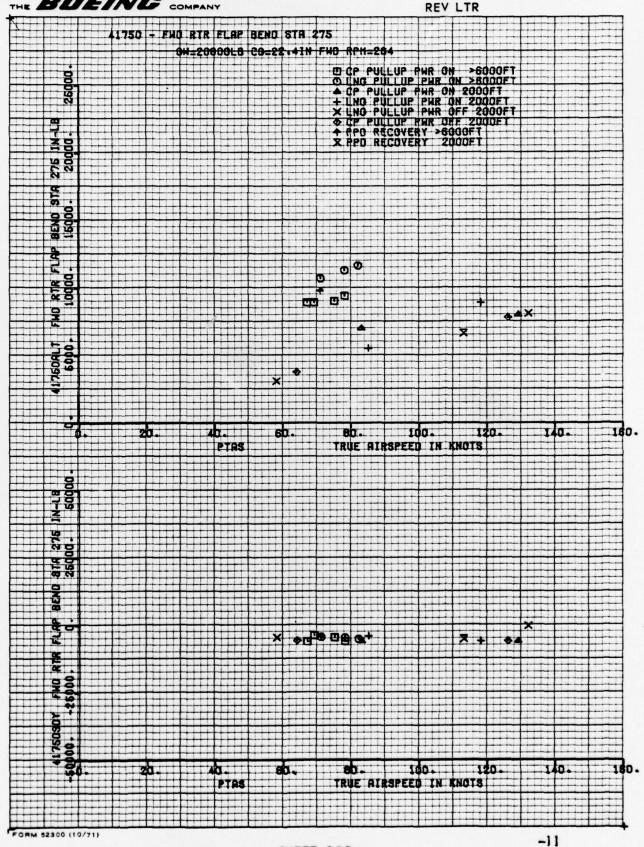
REV LTR 41750 - FWO RTR FLAP BEND STR 275 GH-20800L8 CG=22.4IN FW0 HD=HBOVE 6000FT RPM=264 + FLT 115 LEVEL FLT 20000. | 26000. 16000. Sopo. 80. 100. 120. 40. 60. 140. 160. PTAS TRUE AIRSPEED IN MNOTS ; 0 + +++ 80. 100. 120. 40. 140. 180. PTAS TRUE RIRSPEED IN MNOTS





THE BOEING COMPANY

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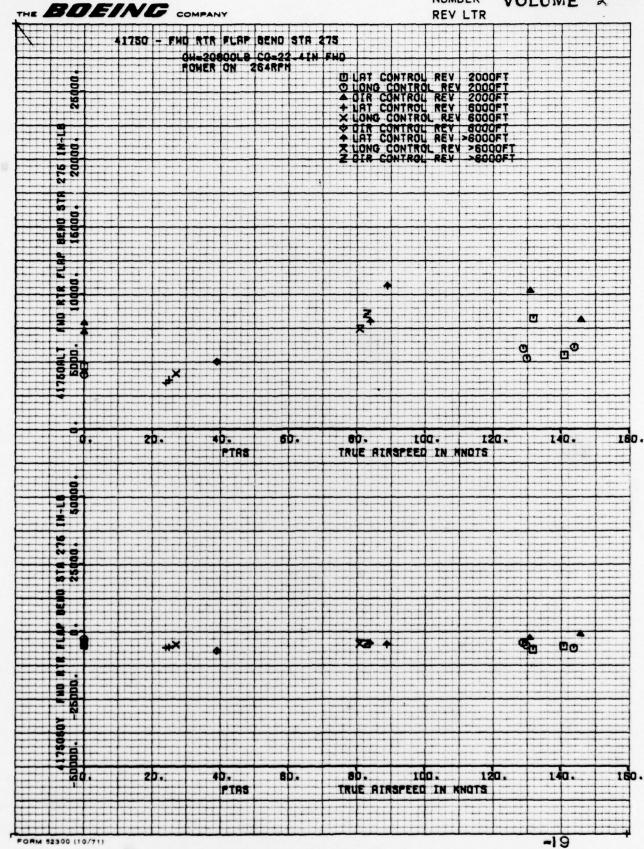


NUMBER REV LTR

THE BOEING COMPANY FWO RTR FLAP BEND STA 275 GH=20000L8 CO=22-4IN FHD RPM=264 ENT TURN PHR ON 2000FT
OUT TURN PHR ON 2000FT
A LT TURN PHR OFF 2000FT
FRI TURN PHR OFF 2000FT
XRT TURN PHR ON >6000FT
OUT TURN PHR ON >6000FT
TURN PHR OFF >6000FT
XLT TURN PHR OFF >6000FT 200 BEND STA 10000. * D O 1750ALT 5000-80. 1da. 180. 140. PTAS TRUE AIRSPEED IN MNOTS STA 276 25000. m ** m of * asp OU! OY FWO RT 100. 160. TRUE AIRSPEED IN KNOTS PTAS FORM 52300 (10/71) -15

The property of the second second

NUMBER



SHEET 290

THE BOEING COMPANY **REV LTR** 1750 - FWO RTR FLAP BEND STA 275 CH-20000L8 CO-22-4IN FHO POWER OFF 264RFM D LAT CONTROL REV 2000FT
O LONG CONTROL REV 2000FT
O LAT CONTROL REV 2000FT
LAT CONTROL REV >6000FT
X LONG CONTROL REV >6000FT
Z OLK CONTROL REV >6000FT 276 BEND ST 10000. U 呈 TZEGALT SODO. 80. Ida. 140. THO. PTAS TRUE AIRSPEED IN MNOTS 2500 0 140. 6D. TRUE RIRSPEED IN MNOTS PTRS -23 FORM \$2300 (10/71)

SHEET 291

The property of the second

D210-11168-3 NUMBER VOLUME 2 REV LTR

THE BOEING COMPANY 41750 - FHO RTR FLAP BEND STA 275 84-20800LB C0-22-41N FWD 284RPH I FLARE PHR ON 0 0 0 160. TRUE AIRSPEED IN KNOTS 0 PTAS TRUE AIRSPEED IN KNOTS FORM 52300 (10/71) -23

SHEET 292

The Paris and the second

D210-11168-3

NUMBER

THE BOEING COMPANY **REV LTR** WO RTR FLAP BEND SIN 4/2 ON-COGOOLS CO-22 LIN FWD PARTIAL POWER DESCENTS C PPO S.S. 2000FT C PPO S.S. 2000FT FWO RTR FLAP BEND STA 275 275 (U SOOO 2 5 0 50. 80. 120. 120. 160. TRUE AIRSPEED IN MNOTS H C Œ . 160. TRUE RINSPEED IN MNOTS PIRS FORM 52300 (10/71)

SHEET 293

VOLUME 2 NUMBER

THE BOEING COMPANY FNO RTR FLAF BENO STA 275

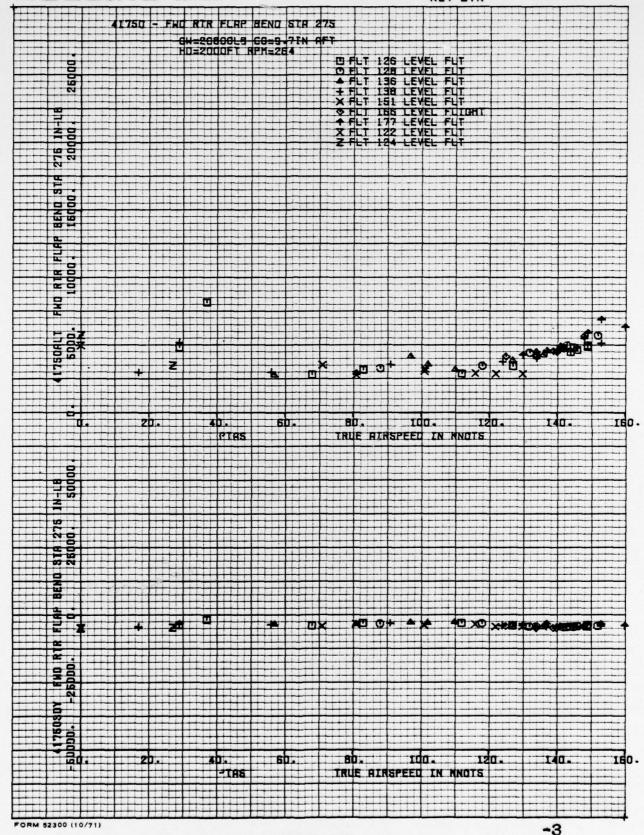
OH-20800LB CG-22 IN FNO
AUTOROTATIONAL NAMEUVER
D AUTOROTATION STEADY >6000FT
D AUTOROTATION STEADY 2000FT 0 8b. 100. 120. 180. FTAS TRUE ALASPEED IN MNOTS 80. 100. 180. TRUE AIRSPEED IN MNOTS PTAS FORM 52300 (10/71)

SHEET 294

The property of the second sec

VOLUME 2

THE BOEING COMPANY REV LTR



NUMBER VOLUME 2

THE BOEING COMPANY **REV LTR** 1750 - FHO RTR FLAP BEND STA 275 04=20800L8 C0=5.7IN AFT U FLT 124 LEVEL FLT Ø FLT 127 LEVEL FLT ▲ FLT 137 LEVEL FLT + FLT 139 LEVEL FLT × FLT 151 LEVEL FLT 260 S FLT 177 LEVEL FUT BENG STR 10000. K750ALT 5000. 160 . 100. TRUE RIRSPEED IN MNOTS PIRS 250C 2 100. 140. 80. THO. TRUE AIRSPEED IN MOTS PTAS FORM 52300 (10/71) -4

SHEET 296

C. Pring the second of the sec

NUMBER VOLUME 2

THE BOEING COMPANY **REV LTR** - FWO RTR FLAP BEND STA 275 1750 GH=20800L8 C0=9.7IN ACT CIFLT 124 LEVEL FLT 25000 275 BEND STR IOOOD. 41750ALT 5000. O I O 100. 140. IED. PTRS TRUE RIRSPEED IN MNOTS IN-LB 50000 STA 275 25000. 8E U **D** m æ . Y KNO -25DDD. 40. 80. 100. 140. IHO. PIRS TRUE AIRSPEED IN KNOTS FORM 52300 (10/71) -5

The property of the second second

1000

THE BOEING COMPANY REV LTR 41750 - FWO RTR FLAP BEND STA 275 20800LB 9.71N AFT 248 RPM C LEVEL FLIGHT 6000 FT 275 IN-LB 20000. P BEND 3TA 15000. FWD RTR FLAP 0 LED. TRUE RIRSPEED IN KNOTS UII . 0 0 100. 140. IED. PTAS TRUE AIRSPEED IN KNOTS FORM 52300 (10/71) -10

SHEET 298

-12

NUMBER THE BOEING COMPANY REV LTR - FWO RTR FLAP BEND STA 275 1750 GW-20000LB CO-9.71N AFT 284ROM PULLUPS-POWER ON 4 OFF U LNG PULLUP PWR ON 2000FT

O CP PULLUP PWR ON 2000FT

LNG PULLUP PWR ON 6000FT

CP PULLUP PWR ON 56000FT

CP PULLUP PWR ON 56000FT

CP PULLUP PWR ON 56000FT

LNG PULLUP PWR OFF ANY HD

CP PULLUP PWR OFF ANY HD

CP PULLUP PWR OFF ANY ALT 25000 276 IN-LB 20000. STA FLAP 1 DOOD FWD 00 41750ALT 5000. 0 3 0 O 文 140 ida-160. PTAS TRUE AIRSPEED IN KNOTS IN-LB SOOOO. 275 BEN X+ 900 44 2534 10 æ 05 " F#0 . -25000. 100-140. 80-160. PTAS TRUE AIRSPEED IN KNOTS

SHEET 300

The state of the s

FORM 52300 (10/71)

YOUNE 2 NUMBER

BOEING COMPANY

REV LTR - FWO RTR FLAP BEND STR 275 CH-20000LB CO-5-7IN AFT 264RPM THE TURN PHR ON 2000FT 26000 ART TURN PHR ON SOCIOT

LITTURN PHR ON SOCIOT

LITTURN PHR ON SOCIOT

RET TURN PHR ON SCOOFT

LITTURN PHR ON SCOOFT

RET TURN PHR OFF SCOOFT

LITTURN PHR OFF SCOOFT

ZET TURN PHR OFF SCOOFT

LITTURN PHR OFF SCOOFT

LITTURN PHR OFF SCOOFT

LITTURN PHR OFF SCOOFT BEND STF 16000. FLAP 1000C . 무 00 0 0 0 00 | 80. | 1da. | 140. 160. PIRS TRUE HIRSPEED IN KNOTS IN-LB SOCOO. STA 275 25000. 0: BO. tida. . car PTAS TRUE RIRSPEED IN KNOTS FORM 52300 (10/71) -16

1750 FWO RTR FLAP BENO STA 275 CH-20000LB CO-9 71N AFT 25 E UN

B LAT CONTROL REV 2000FT

O LNG CONTROL REV 2000FT

A DIR CONTROL REV 2000FT

+ LAT CONTROL REV 6000FT

X LNG CONTROL REV 6000FT

DIR CONTROL REV 5000FT

A LAT CONTROL REV 56000FT

X LNG CONTROL REV 56000FT

Z DIR CONTROL REV >6000FT

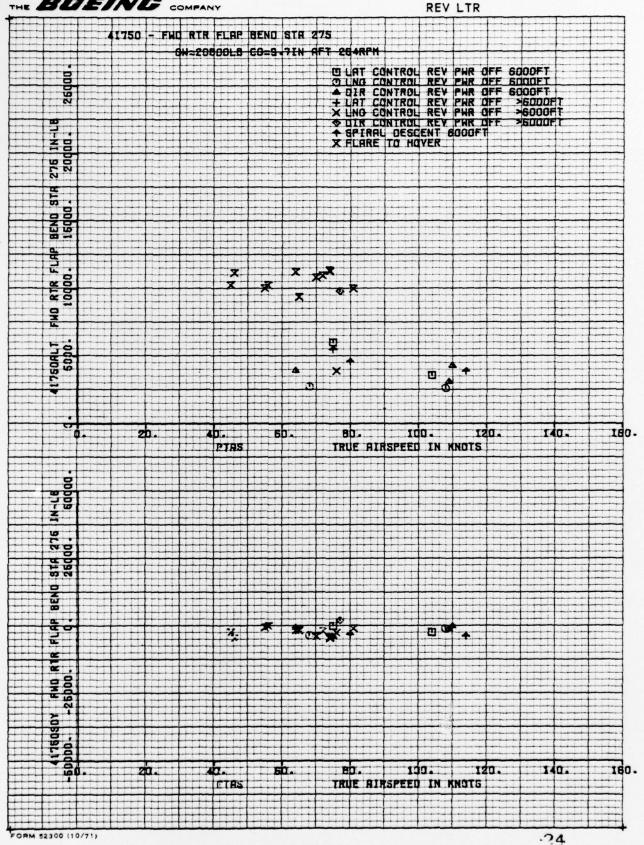
Z DIR CONTROL REV >6000FT 276 BEND STA TOGOD. 1 9 8D. ida. PTAS TRUE RIRSPEED IN MNOTS 275 3TR 2500 FWO RT 160 . TRUE AIRSPEED IN MOTS PTAS FORM 52300 (10/71) -20

SHEET 302

NUMBER

THE BOEING COMPANY

\$17.00 P



D210-11168-3 NUMBER VOLUME 2

THE BOEING COMPANY **REV LTR** 1750 - FUO RTR FLAP BEND STA 275 CH-20806LB CG-8 71N AFT 264RPM D A/R STEADY SOCOFT
D A/R SIEADY >6000FT
A PPD 6000FT
+ PPD >6000FT 276 1N-1 20000. BEND STF 15000. 28 E 0 # _____BD.___ 40. 100. 150. TRUE BIRSPEED IN KNOTS PTRS 26000. ~ 40. 80. 100. 140. 150. THE TRUE AIRSPEED IN KNOTS FORM 52300 (10/71)

SHEET 304

the state of the s

J - 45.8

-28

VOLUME 2 NUMBER REV LTR

- FNO RTR FLAP BEND STA 275 41750 0H-24500L8 CO-13.21N FHO OFLY 117 LEVEL FLY OFLY 119 LEVEL FLY AFLT 121 LEVEL FLY 0 TRUE RIRSPEED IN KNOTS 180 . FTAS TRUE AIRSPEED IN KNOTS FORM 52300 (10/71) -6

THE BUEING COMPANY

SHEET 305

NUMBER

THE BOEING COMPANY

FORM 52300 (10/71)

REV LTR 41750 - FWO RTR FLAP BEND STA 275 GH-24300LB CG-13.2IN FHO HO=>6000FT RPM=264 E PLT 121 LEVEL PLT 25900. BEND STA FWG RTR FLAP **D** D 0 D 0 0 0 40. idq. IBO. 140. TRUE RIRSPEED IN MNOTS PTRS BEN 0 œ œ æ . 40. 80. 100. 120. 140. 150. TRUE ALASPEED IN MOTS PTAS

The party of the second second

-13

NUMBER VOLUME 2

THE BOEING COMPANY

FORM 52300 (10/71)

REV LTR - FHU RTR FLAP BENU STA 275 1750 ON-24300LB CO-13.21N FWB O LONG PULLUP PHR ON 2000FT
O CP PULLUP PHR ON 2000FT
A LONG PULLUP PHR ON >6000FT
+ CP PULLUP PHR ON >5000FT
X CP PULLUP PHR OFF 2000FT NO DE TONG PULLUP PHR OFF 2000FT

LONG PULLUP PHR OFF >6000FT

X CP PULLUP PHR OFF >6000FT B . BEND 3 0 뭎 0 140. 150. TRUE HIRSPEED IN MNOTE PTAS 2500 * * X @ 5 100 140. 160. 80. TRUE RINSPEED IN MNOTS PTAS

The Paris of the P

REV LTR - FWO RTR FLAP BEND STA 275 CH=24300LB CG=13-2IN FHD TURNS POHER ON 40FF 264RPM ON ZODOFT ORT TURN PHR ON 2000FT

ART TURN PHR ON >6000FT

LIT TURN PHR ON >6000FT

X LT TURN PHR OFF 2000FT

TURN PHR OFF 2000FT

TURN PHR OFF 2000FT

LT TURN PHR OFF >6000FT X AT TURN PHR OFF >6000FT 8END STA 15000. TR FLAP 0 3 0 00 DOX X 0 100. 120. 140. 160. 80. TRUE RINSPEED IN MNOTS PTAS 275 250 140. 80. 100. 120. PTAS TRUE AIRSPEED IN KNOTS FORM 52300 (10/71) -17

SHEET 308

VOLUME 2 NUMBER

THE BOEING COMPANY

C. Printing whether young

REV LTR FUO RTR FLAP BEND STA 275 41750 CONTROL REV. POHER ON 254RPM ### CONTROL REV 2000FT

O LONG CONTROL REV 2000FT

O IR CONTROL REV 2000FT

+ LAT CONTROL REV >6000FT

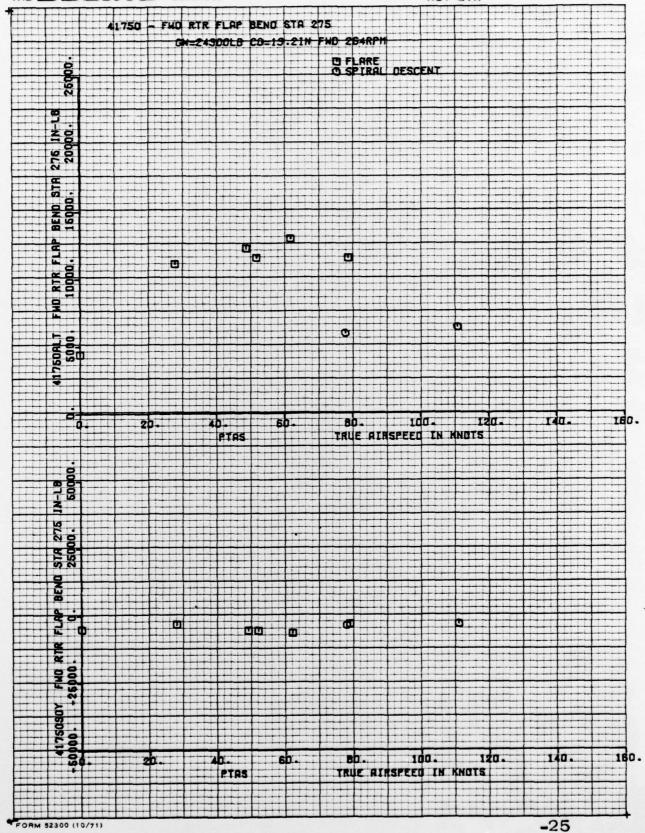
X LONG CONTROL REV >6000FT

O IR CONTROL REV >5000FT 26999 0 0 100. 140. 180. AD. 80. 120. TRUE HIRSPEED IN KNOTS PTAS 0 Om 80. 100. 140. 40. IBO. PTAS TRUE AIRSPEED IN KNOTS FORM 52300 (10/71) -21

SHEET 309

NUMBER VOLUME 2

THE BOEING COMPANY



The property of the second of

NUMBER

THE BOEING COMPANY

REV LTR - FWO RTR FLAP BEND STA 275 CH-24300LB CO-13.2IN FHD E PPD 2000FT
O RUTOROTATION ZOOGFT
+ RUTOROTATION >6000FT
X PPD REC 2000FT
> PPD REC >6000FT 10000 -• * _ 0 Ida. 140. 180 . 40. 80. TRUE HIRSPEED IN MNOTS PTAS STA 275 25000. 80. rdo . 40. PTAS TRUE RIRSPEED IN MNOTS FORM 52300 (10/71) -29

THE BOEING COMPANY REV LTR 1750 - FWO RTR FLAP BEND STA 275 84 24300LB CS=4.4IN FWD OFLY 140 LEVEL FLY
OFLY 141 LEVEL FLY
A FLY 142 LEVEL FLY 8 ... 8 ... 8 ... 275 STA R FLAP FO 1750ALT 5000. •0 80. 100. 120. 140. 180-TRUE RIRSPEED IN KNOTS PTAS BENO 40 R 120. 100. 140. 160. 80. TRUE AIRSPEED IN MNOTS PIAS FORM 52300 (10/71)

SHEET 312

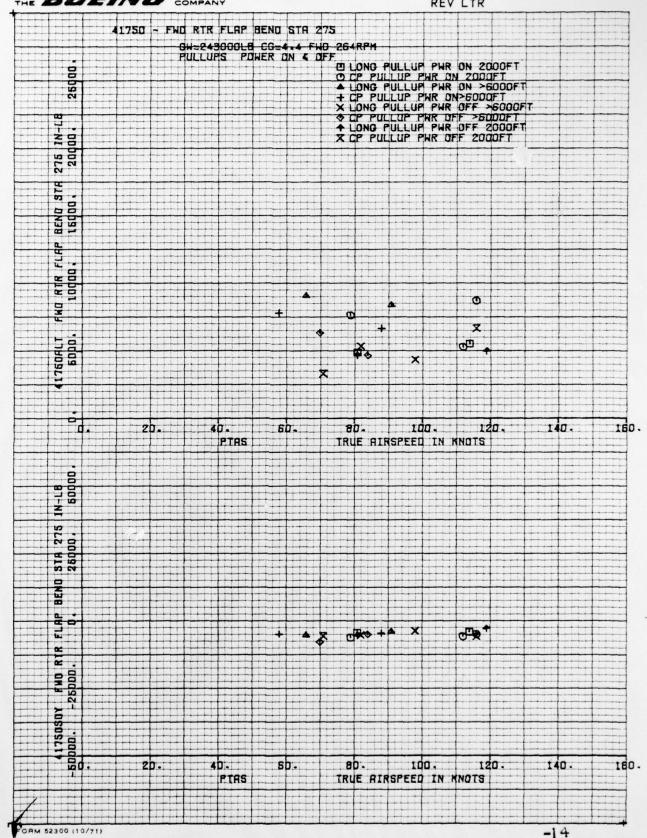
NUMBER : VOLUME 2

THE BOEING COMPANY

- FWO RTR FLAP BEND STA 275 GH=24300LB CO=4.4IN FWB HD=>6000FT 264RPM OFLT 141 LEVEL FUT STA. 25KD 8 NO RTR FLA 1750ALT 50po. 0 IBO. TRUE AIRSPEED IN MNOTS BEND 0 0 0 140. IGO. PTAS TRUE RIRSPEED IN MNOTS FORM 52300 (10/71) -9

SHEET 313

NUMBER REV LTR



SHEET 314

-18

NUMBER

THE BOEING COMPANY REV LTR - FWO RTR FLAP BENO STA 275 CH=24300LB CO=4.4 FWO POWER ON 4 OFF TURNS 264RPM O RT TURN PHR ON 2000FT
ORT TURN PHR ON 2000FT
LT TURN PHR ON >6000FT
HRT TURN PHR ON >6000FT
X UT TURN PHR OFF 2000FT 275 IN-LB 20000. TURN PHR OFF 2000FT

RT TURN PHR OFF >6000FT

X UT TURN PHR OFF >6000FT BEND STR 15000. R FLAP 50 0 IBO. 80. TRUE SIRSPEED IN MOUTS PTAS 1N-L8 50000. 818 276 25000. œ . 80. 100. 120. 140. 160. TRUE AIRSPEED IN KNOTS PTAS

SHEET 315

The world of when the second of the second o

FORM 52300 (10/71)

THE BOEING COMPANY REV LTR GRIR FLAP BEND STA Z/2

CH=243COLB CG=4 4IN FHD
POHER ON CONTROL REVERSALS

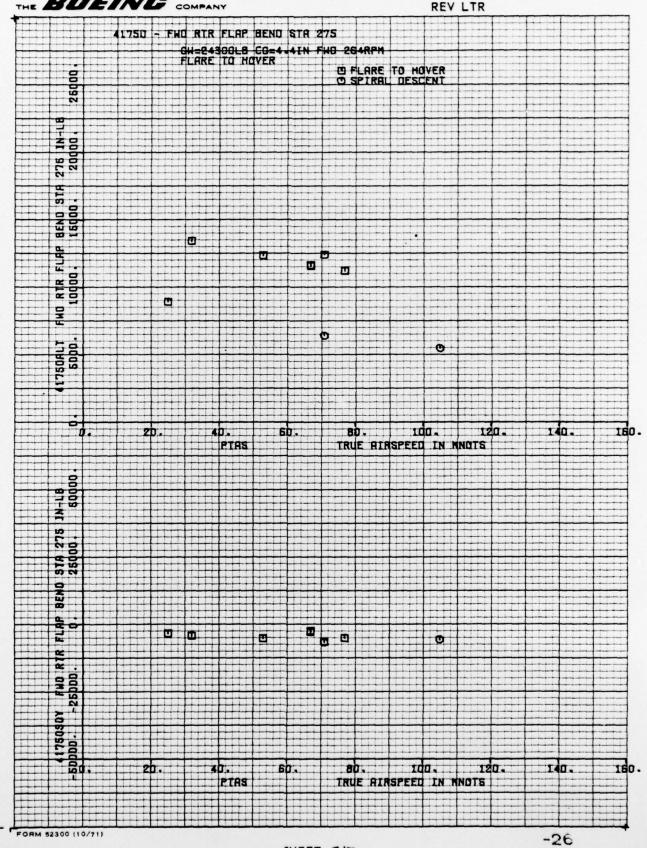
ULAT CONT REV 2000FT
O LONG CONT REV 2000FT
A DIR CONT REV 2000FT
+ HAT CONT REV >6000FT

X LONG CONT REV >6000FT

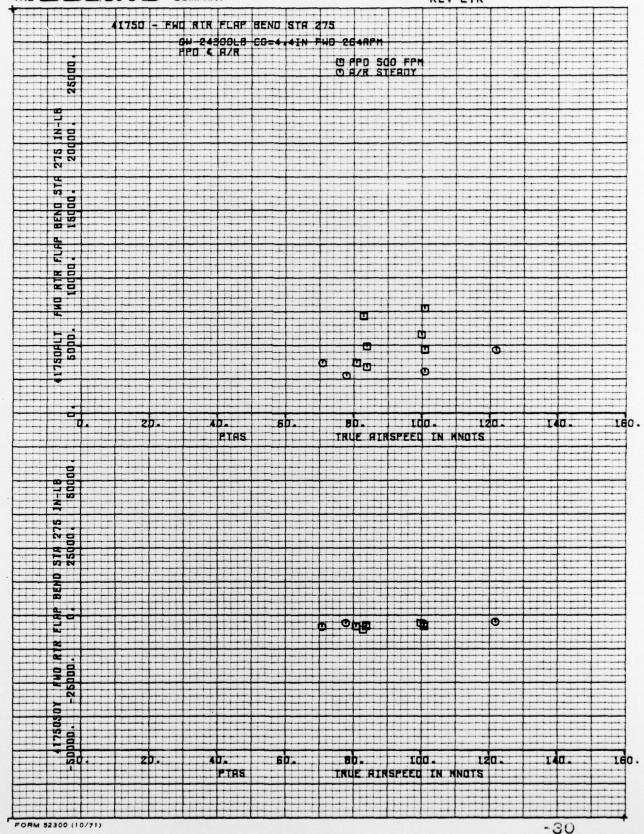
DIR CONT REV >6000FT PHO RTR FLAP BEND STA 275 FWO RTR FLAP 10000. 80. 100. PTRS TRUE AIRSPEED IN KNOTS -25000 TRUE AIRSPEED IN KNOTS PTAS FORM 52300 (10/71) -22

NUMBER

THE BOEING COMPANY



THE BOEING COMPANY



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THE BOEING COMPANY

NUMBER REV LTR

